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JOHN HUDSPET

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1824

A Voyage to
Davis Streights

in the

Majestic

Commanded by

Capt. R. Sarsen

1814

Monday, Feb. 20th

This afternoon the Mustering Officers came on board to mustered the Ship's company - in the evening a friend (Mr. Lambly) came on board and spent the night with me.

Tuesday March 1 This morning the Majestic moved out of the tier opposite the Railway Deptford, down to the King's Wharves in order to be more ready for getting under way. Went ashore with Mr. L. made a few calls and returned on board at 2 P.M. - The afternoon very wet and rainy, in the evening fine - but did not get under way - the wind not being sufficient to stem the tide.

Wednesday, March 2 - Got under way this evening between 4 & 6 P.M. and sailed down the river with a fine breeze, but squally and the weather very cold, so that I did not enjoy the fine view of the adjacent country so much as I have sometimes done, besides familiarity has imbibed a great deal of that beauty which novelty at first con-

is so fascinating. - At 1 P.M.
we came to anchor at Gravesend.
The rest of the day the weather
variable with squalls of wind and
rain.

Thursday, March 3 This
morning Capt Dawson joined the
Ship. About Noon Capt Day
came on board and paid the Ship's
company - my small sum amount-
ing to \$5.00 - Nothing worth re-
marking occurred the remainder of
the day. The Ship still laying at
Gravesend - the weather fine.

Friday, March 4. At 10 A.M.
weighed anchor and dropped a line
down the river and anchored in
the afternoon I went up in the boat
to Gravesend with the Capt. - I took
a short walk through the town -
which is shabby - the houses are
mostly of wood - the streets narrow
and dirty. The people are also very
impoverished. - It is well situated for
Catch trade, almost all large ships
anchoring there in going down
the river. - I returned on board
in the evening about 5 P.M.

Saturday March 5. The day
the wind blowing hard from the N.E.

very stormy and cold weather, obliging
us to remain where we are all day.
The evening I spent in reading and
meditation preparing for the duties
of Tomorrow.

Sunday, March 6. Today we
commenced the form of having
Divine Worship - greater part of the
people attended in the Cabin this
forenoon and all appeared very attentive.

The weather more pleasant today
but the wind still against us.

The Country on each side of the
river where we are is seems very
bare and uninteresting.

Monday, March 7. About 10 o'clock
this morning got under way and
sailed a little farther down the river.
Brought up again about 3 in Sea
Reach a little above the Horse

The weather in course of the
forenoon very stormy and thick
with snow; in the afternoon more
clear; about 3 P.M. weighed anchor
and turned down - The wind came
and spue - brought up again at 6
below the Horse - nearly opposite the
end of Shipsey Island. The King
George, Capt Gordon in company.
The Surgeon of which I know
very well.

Tuesday, March 8. Still con-
tinued wind bound. The weather
all day frosty, cold, and stormy.
Have not moved at all today.

Wednesday, March 9. This
morning the weather still frosty
with slight snow showers and the
wind the same. In the course of
the forenoon Capt Gordon & Mr
the Surgeon came on Board. They
were going to Swinno - distant about
8 or 9 miles - As J. L. and I accompa-
nied them - we got there between 11 and
12 o'clock. - Swinno is situated
at the S.E. point of the island of Hup-
formed by the River Medway, Swale
and the Sea. - There are always a great
many Men of War, some anchoring
at the Head, and others in the Medway.
- there are at present several Russian
Men of War there. - There are also a
great number of Dutch prison
ships. - to this I need not add that
Swinno is the seat of every species
of dissipation - indeed almost every
4th person of either sex is ornamented
with a black eye. - A great part of the
population are Sws. - united to
Swinno, is Blue Tower and about
a quarter of a mile distant is Mill
Tower. The greater part of the

Buildings are of Wood, intermixed with
Brick houses, - there don't seem to be
many respectable people living in these
towns. Mr Croft and I took a circuitous
tour, along the turnpike to Duncunburgh,
and back again by the footpath along the
banks of the water. Duncunburgh is
between 2 and 3 miles from Swinno - a
little town of one Street, there are
some respectable brick houses here, an
ancient Church of Stone - I also observed
a very ancient house of Stone - finding
that the wind had changed, we hastened
back to Swinno where we found them in
search of us. - The country round
about for some distance seems only
an uncultivated marsh, flat and bare,
more to the Eastward the ground is
hilly and studded with trees which
give it a finer appearance. But the
day being bleak and cold and the
ground covered with snow, we could
not see it to great advantage.

We got on Board about 3 P.M. -
In the evening I went on board
the King George, to see one of
the Men who is ill.

Thursday, March 10. Still
no change of wind or weather.
All day nasty thick weather with
snow more or less.

Friday, March 11th. All last night and greater part of this forenoon snowing incessantly; nevertheless it has procured no favourable change of the wind to enable us proceed. The afternoon of the day clearer, but cold and frosty. There appears to have been a great deal of snow fallen on the Land.

Saturday, March 12th. Obliged still to remain at anchor where we are. At one time, viz. there was a partial change of wind but it was of too short duration to do any good, and the Atmosphere being clouded with snow which has kept falling all day, we could not have ventured with prejudice.

In the afternoon I went aboard the King George to see my patient whom I had the satisfaction to see recovering under the plan of treatment I had recommended.

The remainder of the evening I spent in reading and writing &c. &c.

Sunday, March 13. Another week is past and we are yet hardly out of sight of the banks of the Thames. - Today the wind is the same - but the weather being good we this morning weighed anchor and stood down during the tide - we now lie near the buoy of the Mouse. - The next tide being towards evening we could not get under way for the sake of a few miles.

In the afternoon had Divine service - at which all attended.

Monday, March 14th. The wind as contrary as ever. This morning about 7, got under way and stood down River - brought up in River at 10 A.M.

Tuesday, March 15. - No favourable change seems likely yet to take place. As it was threatening to blow this morning, and the Sea making it was thought right to run back to a safer roadstead. - Most of the Ships in River did the same. - Came to anchor off Spite the Shore in Lee Roads - at Night it did blow hard.

Wednesday, March 16, - Things went the whole of these 24 hours, it continued blowing hard - The wind from N.E. to E.N.E. -

The number of Ships taken refuge in Shumers during these Northerly winds - seem like a Forest of Masts.

Thursday, March 17th The weather much milder today, but the wind continues from the same quarter.

In the afternoon Capt. Gordon and McCost came aboard & we went ashore on the Napier Island to get Cochles &c. - I intended to have gone up to some of the adjacent villages, but had not time.

Friday, March 18, The weather mild or but quite foggy all these 24 hours - Wind the same - from N.E. to E.N.E.

Saturday, March 19 No these 24 hours the weather continued foggy. - In the evening we weighed anchor and dropped down - brushing over the end of the Moore. - Nearly calm during the night quite calm.

Sunday, March 20, In the morning there being light air from the South - we were afforded us an opportunity of proceeding with some prospect of getting forward on our voyage - but we were yet doomed to be detained by fresh crops. - The weather being so foggy because so very thick we dared not go through Twin, and obliged us to come to anchor again, - again we got under way and again we were obliged to bring up. - The Capt very prudently not wishing to run any risk amongst the dangerous reefs where we are now surrounded, it being impossible to see the Buoys or Beacons at any distance.

About 8 in the evening the weather began to clear up a little with a good breeze of wind continuing.

In the afternoon all attended Divine worship in the Cabin, with great attention, and apparent good impressions. - May God Almighty bless my humble and feeble endeavours to diffuse a knowledge of Christ and his Gospel among these poor benighted souls!

Monday, March 21 At last
we are favoured with a fair wind.
At 4 in the morning we weighed
anchor and have had a pretty good
run today. The weather very rainy
consequently had no opportunity of
sailing the coast - came aback of Yar-
mouth Sands instead of going through
the Roads. - The King George
in company. -

Tuesday, March 22, At the
fore part of the day fine breezes and
beautiful weather. - but towards evening
it fell calm with an intense fog.
The King George in company.

Wednesday, March 23 At
night and for part of the day, very
foggy weather, with light winds
and calms. In the evening after
a smart shower of rain it cleared
up and a southerly breeze followed.

At 5 P.M. abreast of Scarborough
the Land being obscured by fog
I could not afterward distinguish
places as we went along.

The King George in company.

Thursday, March 24 At 11
Morning and forenoon light and
often quite calm. The weather very
pleasant. In the afternoon some
moderate breezes with some showers
of rain. The wind very variable.
At 9 P.M. nearly opposite to
Berwick upon Tweed.

Friday March 25 At 8 o'clock
this morning saw by the light of the
Land of Abaco, bearing N by E
distant about 8 or 9 leagues. the
weather being hazy the Land
was sometimes totally obscured.
In the course of the afternoon
Berwickness was becoming
more and more distinct, and
at 5 P.M. the town of Peterhead
was abreast of us distant 15 miles.

The weather being cloudy and
raining greater part of the day,
and being so far from the coast, I
could not see any thing plain
enough to be entertaining.

The wind all day having
been rather shy, I am in strong
hopes we shall not be able to

geth. Shetland and therefore
have to go to Orkney - if so change-
take place in course of the night
we must certainly go to Orkney.

Saturday March 26. Wind
nearly quite calm and darkening
weather. At 8 A.M. a fine fresh
breeze springing up from the South-
ward - so farewell all hopes of re-
suing Orkney.

At 3 P.M. Minerva Head bore
W by S 1° distant 5 or 6 leagues.
but in course of the forenoon we
soon lost sight of the Shetland.
The ship running O and G knots.
Blowing fresh with a good deal
of sea and misty rainy, thick
weather, such as might be expec-
ted on approaching so infernal a
spot as Shetland.

At 1 P.M. the King George
began to shorten sail. and we fol-
lowed his example. At 8 both
ships hove to for the night, not
wishing to run too near the land.

Sunday, March 27. This morn-
ing at Day break we found our-
selves in sight of Fair Isle. 3 Ships
in sight also standing towards
Lewis: The wind at SW and
blowing fresh with a heavy sea.
Being bound for Scalloway we got
round Fitful Head by 10 P.M. and
brought up in the Harbour of Scalloway
about Noon.

This village which is the main
general capital of Shetland is finely
situated at the head of a small
bay sheltered from the violence of
the sea by different islands which
contribute greatly to the beauty of
the scenery. There stands the
remains of a Castle on a verdant
piece of ground projecting into the
sea. it is not on a very large scale
but in a very elegant style of architec-
ture, time has had but little effect
on the building. but the selfish and
narrow minds of its proprietors have
plundered it of all its ornaments
in order to adorn their own private
house, or to afford materials with
little trouble perhaps to erect a few

misérable huts in this way Letland
is plundered of all her antiquities, no-
thing will the hand of avarice escape
this castle was built in 1600, the
peasants hereabout say "the people
that built it were hanged for building
a fine house" - There is a similar
dépense in the island of West Lunde
by a gentleman of the name of
Lawrence Bruce over the gate of
which is the following inscription
Lige is mæns the building gubæ began,
Lawrence the Bruce he was that worthy man.
Gubæ sammellie his eyes: affspring bring
to help and not to hurt this work always.

Skallorway may contain about 10
families - there are a few decentish looking
houses, that of Skallorway the
Land of the black is very respectable.

An old man very friendly pointed
out to me a house where he said a
kinsight once lived, Sir T. Mitchell.

In the afternoon Mr Croft came
aboard and spent the remainder of
the evening with me.

Monday, March 20th. This
morning Mr Croft & I set out to walk
towards Lerwick distant from Sassen-
way about 6 miles. The first part
of our way was up a valley along
the side of a succession of lakes, at
the head of this is Tingwall Church.

Minister's house. The ground along
the side of this vale is fruitful and well
cultivated and forms a pleasing contrast
to the hills around it. - Every where was
to be seen groups of labourers, & here &
one while heard women to andimple
sounds of husbandry for tilling the
ground, which however was common.
See in the simplest manner
possible. Four men, or perhaps
two and two horses were yoked to a
kind of plough, the handle of which
is on the top and the person who
guides it walks by the side of it,
stepping almost to the ground while
he holds it - if a stone comes in the
way it is lifted over it & when at the
end of the ridge the plough is raised
in the person's hand to the other end.
The person who guides the plough is
often a woman, - one leads the yoke
while two or three walk behind to turn
down the mound.

Tingwall is the Parish in
which the chief court of Letland
was formerly held - and takes its
name from that circumstance - Tingwall
signifying a court of Justice - the
presiding judge was called the Tord,
an honourable testimony to one of
these is the extanting Churchyard.

The place where the settlements were
made is on a very small island in a
lake and the site of the benches and
seats can still be traced.

We entered the Churchyard, where
there are a few tombstones of Latin
inscriptions and ancient sculpture
some of them almost entirely ob-
literated. - here once stood a very
ancient Roman Catholic Chapel with
a steeple 70 feet high, which is now
levelled to the ground to give way
to the present plain building.

In the midst of the Churchyard
there is a very respectable roadhouse
the door of which was open and at
present seems appropriated solely
as a stable for the Ministers, Grooms
and horses.

From Lingvace to Lonsdale
there is a kind of regular road, the
only one in the country. - this led
us over a high hill into another
deep valley. - again we had to ascend
another steep and go down another
declivity - affording the romantic
appearance of one range of barren
mountains peeping over others, glis-

tering with lakes of water on their very
summits - here and there was a view
of the sea insinuating itself up be-
tween, forming a deep bay or cove
and whilst venturing beyond, tall is-
lands the parent stem, according to
the number of Thule's Isles. - The
Country is very where deeply inter-
sected with bays or coves affording great
facility for internal communication
and good harbours for vessels.

After getting fagged and hungry
with trudging over the Simpers we
at last got a sight of St Andrews tower
peering hill on Brasars Isle, and
Leithwick's stately harbour opening
to our view, with 40 noble vessels,
Esquimaux's pride.

At Leithwick I met with much
politeness, particularly from Mr. Hargrave
and Mr. Ogilby's families. I called also
at Mr. Sinclair's who favoured me
with a reading of the History of Shet-
land, - and a book of excellent poems
of which Shetland is principally the
subject. The productions of a Leithwick
gentleman Lady Miss Mary Chalmers.

At 5 P.M. we set out on our way
return to Salloway by a nearer way

over a dreary rugged & uncultivated
waste unsullied by one human
dwelling; we get on board by 5 o'clock.
All day blowing fresh from the
Southwest and in the evening
very squally.

Tuesday March 29th This
morning I took a ramble along
the sea beach with a boy along
with me to pick up shells &c.
On my return called at Mr. Williams
and got on board by 5 o'clock.

The remainder of the day
I spent in reading the history of
Scotland. A passage worth re-
mark states that our present good
Monarch is descended from Ronald,
first Earl of Orkney and Scotland.

Wednesday March 30th Did
not go on shore at all today. In
the afternoon Mr. Croft came on board
and spent the evening with me till
nearly midnight. Mr. Gordon &
Lawson being both at Lenoir.

Thursday, March 31st All day
the weather very boisterous & at
night blowing excessive hard with
heavy rain. - The hills all day
enveloped in fog, or clouds of
wind. - The wind Southerly.

Friday, April 1st This morning
I went aboard the King George ex-
pecting Mr. Croft to go ashore with me,
but he having to go to Lenoir, I
took a ramble about the country
and sea shore till evening.

Amongst other occurrences I had
a display of genuine Scottish su-
perstition. - A woman having requested
me to call and see his daughter who
had a white swelling of the knee.

The poor thing was certainly a great
sufferer. After examining the limb
the father very graciously asked me if I
did not think she was gouty, see-
ing I did not understand that ex-
pression he explained it me. They
suspected she was witched or
jailed, and they had used many
remedies in vain to break the in-
chantment: such is the credulity of
the Scotchmen, they will even so-
lemnly swear that a limb is carried away to
the hills, and a diseased lump left in
its stead. - & if a woman dies in child-
bed they suppose her to be taken away
to nurse some prince, and frequently
they will fancy their children changed
by the Fairies. &c. &c.

The weather proving extremely
fine all day, I kept rambling about
till evening. - On coming on board
I found Mr Turnbull the Minister
of Tingwall and another gentleman
at sea. and had a pressing invita-
tion to go to Tingwall tomorrow.

Saturday, April 2. At 10 AM
weighed anchor and sailed from
Pallavay with a fine fresh breeze
from the S.E. in company with
the King George. The weather
being foggy we soon lost sight of
Thule's Isles - lonely Foula Isle
being the last, whose lofty summits
peeped above the clouds. - This
island of Foula is about 600
leagues from the Mainland and
is at all times a sublime object,
it appears of a blue colour and
is frequently encircled with a belt
of clouds above which its tops can
be distinctly perceived. it is two
miles long and rises gradually
towards the west where its precipitous
vertical cliffs are opposed to the whole
force of the Atlantic Ocean. It
contains 16 families who subsist
chiefly by fishing and their cattle
- little or no agriculture.

Sunday, April 3. All the fore
part of the day fine weather and a
fair wind. At 8 A.M. saw the islands
of Barra and Rona bearing about S of
us and distant about 3 or 4 leagues.
these islands are 40 miles west from
Orkney. At 10 A.M. the King George
made a signal to speak us, being a
great way astern it was Noon before
he got up. he told us he had found
a leak making about 12 inches of
water in the hold. At 4 P.M. a
strange sail hoove in sight, at 6
speke her - proved to be the Caroline
of Liverpool from Cork bound to the
Baltic. At 7 speke the King George
whose leak was getting much worse
making now 27 inches in the hold.
Capt Gordon therefore resolved to go aboard
to examine and bore away accordingly.
The weather very fine all day
and a tolerable good wind.

Had divine service in the afternoon.
Monday April 4. All day fine
weather but the wind not very favour-
able.

At 2 P.M. saw a strange sail which
hoisted a signal of distress. At 3
came up with her proved to be a

Brig. sailed the Mary Ann from
Jamaica, she was leaky and having
been driven away by gales of wind,
they did not know where they were,
being in want of candles and
firing.

Tuesday April 5. The fore
part of these 24 hours strong breezes
and rainy weather. The winds
favourable. In the afternoon
fine weather but winds not so
favourable.

Lat. in $39^{\circ} 0' N$ Long. in $12^{\circ} 6' W$

Wednesday April 6. All
day blowing a strong gale from
the WSW with squalls of rain &
a very heavy sea. Nevertheless
we still gain a little ground.

Longitude in $16^{\circ} 29' W$ Lat $39^{\circ} 16' N$

Thursday April 7. All day
strong breezes and still unfavour-
able, but rather more moderate
than yesterday. - The weather fine
Long. in $18^{\circ} 37' W$ Lat. $40^{\circ} 5' N$

Friday, April 8. Contrary
winds and a heavy sea, so that
we are to render our voyage rather
unpleasant.

Saturday, April 9. Beginning
of these 24 hours - very strong squalls
of wind and rain - more moderate
through the day but nearly every
disagreeable weather. The winds
very variable and contrary.

Longitude in $10^{\circ} 50' N$

Sunday April 10. The first
part of these 24 hours strong breeze
with squalls and violent gusts of
wind. - but throughout the after-
part very moderate and the
weather extremely fine, warm
and pleasant. However the wind
continues direct against us - to
take off a little of the gloom over-
sounded by a foul wind, we are
favoured with beautiful celestial
phenomena - at dawn bore the
day - and at night the Aurora
Borealis illumined the sky.

This afternoon as usual
had divine worship in the cabin
attended by the whole of the ships
company or nearly -

At Noon in Long $21^{\circ} 50' W$

Lat. by Obs $60^{\circ} 26' N$

Monday, April 11th. This
day has been the very contrast to
the preceding ones - instead of

strong gales and squalls run a
very heavy sea, it has been in
entire calm, & for the first time
I have seen the raging Atlantic
tide. - The weather quite clear,
warm and pleasant.

Long. in $21^{\circ} 45' W$
Lat. in $66^{\circ} 35' N$

Tuesday, April 12th In the
fore part of the day the weather
was exceedingly fine, but in
the afternoon the breeze was
the same. Heavy showers of hail
and wind, succeeded by calm, then
in an instant sudden gusts of
wind would come ready to carry
every thing away instantaneously
by the sea got very high.

Wednesday, April 13th The
weather today continues as before.
Sprals of hail. Snow & Wind.
Towards evening it became
more moderate. - The Wind
still keeps contrary.

Thursday, April 14th
At last we are favoured with a
favourable wind from the East
ward. Ship all day running to
the N. Westward at the rate of four

7 to 10 knots an hour. The weather
very fine.

Long. in $23^{\circ} 43' W$
Lat. in $66^{\circ} 00' N$

Friday, April 15th Commenced
with blowing weather, so as to oblige us
most all the day to be taken off the
ship. In the evening the forenoon is
got quite moderate with a smooth sea
and in the afternoon until the end
the weather continued extremely
fine. - The wind being fair all day
the ship has kept running from 4th
to 7 knots an hour.

Long. in $30^{\circ} 27' W$
Lat. in $57^{\circ} 59' N$

Saturday, April 16th These
24 hours commence with very
fine weather. - But in the evening
of the morning the wind got to
N with a few snow showers
which in an instant raised
the sea to a great pitch. - towards
evening however it was falling
and the wind getting a little
more favourable. -

Long. in $34^{\circ} 48' W$
Lat. in $57^{\circ} 20' N$

Sunday, April 17th Excellent
weather and a fine wind from

We have this day befriended
us - the Ship continues running
briskly to the westward - towards
evening the Capt. judged it prudent
to shorten sail, for fear of falling
in with Ice Berge during the night.

The latter part of this 24 hours
there was heavy rain and sleet.
The weather is in general clear
the air rather chill, but by no
means cold. - which however
is hardly to be looked for, as we
are sometimes very near the
Latitude of Aberdeen.

This Day like other Sundays
has been spent in a decent &
rational manner.

Monday April 10 Now
fallacious are all our hopes: how
uncertain every thing in this life!
The fine wind and weather of yester-
day which we hoped would waft us
to the ice, is sadly reversed today.

An incessant and heavy rain and
sleet lasted the whole of the night
and an extremely awkward sea
which caused the ship to roll be-
yond any thing I ever experienced.
The wind kept fair and fresh till

4 A.M. when there was temporary
calm; the sea at this time was in
a state of agitation that portended
an impending storm. This was in
a few minutes scalded by a heavy
flood from the westward; in getting in the
sails a man was carried overboard
but was happily got in again im-
mediately. - The Ship now appeared
under a close reefed topsail and a
staysail. - The atmosphere was
crowded with snow and very cold.
About sunset the gale began
to abate a little.

Tuesday April 19 All the
fore part of this day calm and hazy
with snow. In the afternoon a
favourable breeze sprang up and
continued to the end with some
variations.

We are now off the South Point
of Greenland and consequently
may expect some disagreeable sea.
The Capt. barometer here is 59.38
Latitude and 62.10 Longitude
Lat. in by Obs. 50.30 N

Wednesday April 20 The first
part of this 24 hours moderate
weather - but the wind southerly
and soon increasing to a gale

we were forced to lay too all day in the evening the wind abated.

Thursday April 21. During these 24 hours the weather has been moderate and fine, but the wind N. westerly, consequently directly against us, preventing us making any progress to the Westward.

This morning fell in with a Ship, name unknown, and kept company during the forenoon, but parted at Noon, by standing on different tracks.

In the eve, fresh breezes, rather threatening to blow - the air cool.

Lat: in by Obs $56^{\circ} 4' N$.

Friday, April 22. All day moderate breezes from the N.W. & fine weather. in the evening light air inclinable to be calm. A strange Sail in sight.

Lat: by Obs $57^{\circ} 14' N$.

Saturday, April 23. These 24 hours commenced with a calm, succeeded by a fine fair wind, which lasted till about 7 A.M. when it suddenly veered to the N.W. with showers of snow. - Through

the strong breezes, and in the evening calm again.

Lat: in: $58^{\circ} 15' N$
Long in $57^{\circ} 20' W$

Sunday, April 24. The weather these 24 hours has been as fluctuating as on any of the preceding days.

In the beginning a fine wind from the Southward, afterwards veering on to blow from that quarter, with torrents of rain and sleet. About Noon it cleared up and became moderate nearly calm; then about 3 P.M. changed to the N.E.; at 6 began to blow excessive hard with a tremendous blast of snow - it continued to blow almost a hurricane untill the end. A ship in sight in the afternoon.

We have now got fairly round Cape Farewell and are in the Mouth of Davis' Straight. Before going up the Straits it is usual to go across to the Ice which lays against the West Land, & about the Mouth of St. George & Baffin's Bays and after getting a Shale or two there, proceed up the Country in May. therefore we continue steering to the Westward.

Lat: in $58^{\circ} 46' N$. Long $58^{\circ} 9' W$

Monday April 25. During these 24 hours the wind has been from the North in the middle of the day moderate and clear weather, but in the beginning and end blowing hard with a heavy sea and a great fall of snow.

Lat in $58^{\circ} 46' 36''$

Long in $53^{\circ} 21' 15''$

Tuesday April 26. All these 24 hours blowing a gale from the North with continual snow and the sea very high.

Lat in $57^{\circ} 56' 38''$

Long in $54^{\circ} 19' 11''$

Wednesday April 27. The greater part of the day still blowing the weather hazy & cloudy but without a great deal of snow. In the evening it became moderate so as to be able to carry sail.

The wind however continues from an unfavourable quarter, which has prevented us making any progress these two days.

Lat: in $57^{\circ} 30' 38''$

Long. in $54^{\circ} 12' 11''$

Thursday April 28. A very cheering prospect yet prevents

itself: The wind continues from the North without any appearance of a change: which together with a strong current keeps bearing us to the Southward. Today we are in the Latitude of 57° and not above 100 miles from the Labrador Coast.

At 2 P.M. passed a large Ice Berg, this immense piece of Ice appeared like a high rock of crystal above the water and being entirely by itself, added to its sublime appearance.

At 8 P.M. triced ship to the Eastward. The weather all day very good and no immoderate degree of wind.

Friday, April 29th. These 24 hours fine clear weather and light breeze from the Northward.

Lat: in $57^{\circ} 30' 38''$

Long: in $53^{\circ} 22' 11''$

Saturday, April 30th. All these 24 hours fine weather and light breeze from the Northward. The people during the day employed making preparations for the fishery. At noon picked up a Gosh marked Lynx.

Lat: in: $58^{\circ} 34' 38''$

Long: in $55^{\circ} 46' 11''$

Sunday, 1st of May. Was
started on at 12 o'clock by the
melodious music of fying brass
bunches &c accompanied however
by a Drum, pipe and fiddle -
with other ceremonies similar to
crossing the line - This custom is
always observed at Sea at least
in this country on the 1st of May.

The Morning was calm & serene
and a fine breeze gradually spring-
ing up from the Southward made
this the pleasantest morning
we have had for some time.

In the forenoon passed several
Ice Bergs, and the wind still
continuing fair and blowing fresh
we got amongst a good deal of ice
about 6 P.M. The weather by this
time was got extremely bad - blow-
ing hard and intensely thick with
heavy snow - our only alterna-
tive was to haul the Ship upon
a wind to the Eastward. The
weather very nasty to the end.

In the forenoon performed divine
worship.

Lat: in $50^{\circ}30'N$

Long: in $50^{\circ}24'W$

Monday, May 2nd This 24 hours
are introduced with bad weather,
but getting better. The Morning proved
fine and wind favourable. At
6 A.M. wore the Ship and went down
at 10 A.M. saw the ice and hauled
at the edge to get the boats unstruck,
lines coiled and other necessary pre-
parations. In the noon time I went
up to the Crow's Nest at the Mast head
to enjoy a view of the Sea, with the
novel sight of Great Magnificent
Ice Bergs rising triumphantly above
the art. The appearance of nature
in these remote parts is truly grand,
and my humble pen refuses to
convey to the ^{mind} such exalted
ideas of the it, as the Supreme
Author of all things merits - it
may truly be said "They that
go down to the Sea in Ships, there
see the works of the Lord and his
wonders in the deep."

A calm took place for a few
hours in the middle of the day
succeeded rapidly by a Gale of
wind from the North Eastward,

with incessant & heavy snow which
obliged us to turn to the South Eastward
to clear the ice. So very fluctuating
is the weather.

Lat. in by Obs. $59^{\circ} 55' N$

Long. in - $54^{\circ} 00' W$

Tuesday, May 3. Commences
with very dismal weather. - Blowing
excessive hard, with thick snow &
most intense frost - and very heavy
sea. The sprays freezing whenever
they fell, rendered the Ship all over
a mass of ice, while the poor men
were obliged to be landing and reefing
sails, their mittens frozen on
their hands and clothes on their
backs.

During the forenoon
it got moderate and towards evening
quite calm. - At the end
gentle breezes from the Eastward
and cloudy weather. Have passed
several Bergs and pieces of Ice in
course of their 24 hours, but the
main body of Ice not in sight.
Ship steering S.S.E.

A Ship in sight, 20 or 25 miles off.

Wednesday, May 4.

At 4 A.M. fell in with the ice

and kept running along the edge
to the S.E. passing through several
streams.

In the Morning
fell in with some Ships, the Thetis,
and Resolution of Hull and Lord
Falconberg of Quinsby. Spoke the last.

At 5 P.M. a fine black opening in
the ice appeared to the Westward and
Capt. Larsen resolved to reach it that
way; soon after saw a Whale & sent
away 2 Boats. He played about for
a long time & after dodging her for 20
3 hours the Jefferson got fast.

Unfortunately the
harpoon came out
again and the Fish

was Lost. The weather through-
out these 24 hours has been uniformly
good with fine breezes from the
Westward and clear weather; but
towards the end light was inclinable
to get to the N.E. obliging us to run
out of the ice.

Thursday, May 5. The
beginning of their 24 hours fine breeze
from the Westward in the middle of
the day calmed, and afterward a breeze

Spring up from the Southward.

At 4 AM saw 2 or 3 Whales and through the day saw several; had 2 boats sent constantly down, but without success.

Ship dodging all day amongst streams, bergs and sailing ice - in the afternoon obliged to run out to the Eastward, on account of the ice running together and the wind changing. - The weather beautiful - quite like that of May in England.

Friday, May 6th. All these 24 hours light air and variable but for the greater part dead calm. The weather very warm, cloudy and lowering. The Ship all day in a large hole of water becalmed; and towards evening the hole had nearly got filled with ice and beset the Ship without a breeze should spring up.

In the course of the forenoon saw 2 or 3 Whales but without having any chance of getting near them. And an immense number of Bottle Noses - a different species of Whale, have been playing about all day. 4 Ships in sight.

Saturday, May 7th. The fore part of these 24 hours fine light breeze and good weather. At 9 AM. saw 2 Whales - down boats and John Lowrey got fast: - got the whale killed by 11 AM. alongside soon after 12.

Began to flinch at 2 PM. and done by 6. The Bone measured about 12 Feet.



12 Feet. - The middle & latter part of these 24 hours light breeze and heavy. Ship dodging in a fine large light surrounded by streams & loose ice. Several Whales astir all day but did not endeavor to make after them. The weather in this part being so precarious it is generally thought most politic to make sure of one whale before striking another.

The wind variable from SE & S, 3 or 4 Ships in sight.

Lost in by 6 PM. 18° 2' N.

Sunday, May 8th. Greater part of these 24 hours strong breeze and heavy weather from the NE. -

At 3 PM. saw 2 or 3 straggling Whales and down 2 boats but without success. A Boat from the Quotation of Wall came aboard which I found

as that several casks belonging to the Royalist of Hull, had been picked up; that cask which we found at sea so far to the Southward on Saturday last, proves to have belonged to the same Ship; there is therefore every reason to fear that the Royalist is lost and all hands perished; and thus in one unhappy moment upwards of 50 families plunged into mourning!

Different ships in sight today at intervals, some with and others without Fish.

The weather in the evening being bad - blowing fresh with thick snow showers. Capt. Lawson who acts always with prudence & caution thought it right to run out of the Ice and dodge off the edge until daylight. After which more clear & moderate and wind at N by W. -

This afternoon had divine worship as usual.

Monday, May 9 Throughout these 24 hours light variable winds and often quite calm: that we have hardly been able to get among the ice again. Some Whales seen in course of the day and one

was near getting fast twice but failed, owing to the Calm.

About 5 or 6 Sail in sight one or two of which have got a Fish in course of the day, most of them have one or two Fish. Spoke the Success, Richard of Hull and Providence of Shields all of whom state that they have experienced very severe weather and of those ships that have been some time at the ice, some have met with accidents.

No doubt seems to be entertained of the melancholy fate of the Royalist, but says no one is able to account when or how the fatal accident occurred.

At the conclusion of these 24 hours a fine breeze from the Eastward, the Ship turning in a deep bight surrounded by Streams and several lofty Ice Berge.

Lat: by Obs. 61° 26' N.

Tuesday May 10th Throughout the day light breeze from the Eastward and mild weather, but hazy - The people employed from 11 in the Morning making

off - that is - removing the blubber
of the Whale and putting it into
Casks: This is the most disagreeable
process of all - the killing of Whales
and taking the blubber off them
as it is called flinching them
is very pleasant and not dirty,
but making off is rather a little
filthy. Got done and cleared
away by 6 P.M.

In the evening, to the end
quite calm with a heavy fall
of snow. - The Ship all
day dodging in clear water.

Latitude Observed $61^{\circ} 30' N$

Wednesday, May 11th. We
then 24 hours fresh breezes from
the N.W. and cold, clear weather.
The Ship in clear water, all day
towing to Windward: in the
evening got to the edge of the Ice.
At 7 P.M. saw a Whale and sent
2nd two boats after her.
About 8, Act^d Whalley
10th struck a Whale, got
her killed in about
half an hour. Turned up the

Ship among some streams of
ice towards the Fish - got her
alongside by 10, just then about
dark - about 1/2 past 11 began
to flinch.

The weather very good to
the end - 11 ships in company
Latitude & Observed $61^{\circ} 49' N$

Thursday, May 12th. At 4 A.M.
done flinching - size of Bone
10 feet longer. -

All day blowing a strong Gale
from the Westward. - Kept towing
to Windward and laying to
amongst streams of Ice. - No
Whales seen. - Several Ships
in sight.

Lat: Observed: $61^{\circ} 41' N$

Friday May 13th. At 3 A.M.
two or three whales - sent away 5 boats
at 4 Thos. Jefferson
struck a Whale, by
some unlucky move:
most of the Fish the Boatsteward
John Sanderson was hoisted out of
the boat - as soon as it was discovered
the lines were cut, and the greatest
expedition was used to save him,
but when picked up he was Dead.



He had not been many minutes in the water, but even though the means were instantly had recourse to for restoring animation and preserved in for 2 hours - all was in vain - the vital spark was irrecoverably and extinguished. He was a decent lad and the chief support of a widowed Mother.

How awful! how sudden! This moment in perfect health and in the prime of life; & the next a ghastly corpse. - The same man he was steering in the Morning and ere night making his Coffin.

The event seemed to make a momentary impression upon the Ship's company, and called forth tears from some of them. - but it moved our Seamen to no and hear of such scenes of woe, that before tomorrow it will be forgot like a tale that is told.

After getting the boats aboard, reached away to the Northward. In the afternoon bore through a Sea Stream of heavy ice, and got some severe blows.

All day fresh breezes from the SW - Ship turning to Windward, no Whales to be seen. 20 Sail in sight.
Lat. 66° 00' N

Saturday, May 14th. There was moderate breezes and fine weather. During the forenoon - Ship, Dodging amongst ice and people employed making off. In the afternoon made sail and run out of the Bights etc. we were in company with several others. - At 3 P.M. saw a Whale and sent two Boats after but without success. - At 7 saw a Whale and sent away 2 Boats at 8 O'Clock on the Mate, got fast. - got her killed by 10 P.M. and alongside at 11. - The evening clear and fine and Wind at S.W.



Sunday, May 15. The morning was cold and hazy - Day began to dawn before 10 o'clock and was after 2 quite light. At 7 A.M. got done flensing. The Bone measured 13 Feet 1 inch. - a very fine large Whale. -

Throughout the day strong breezes from the North and Eastward. Saw a Whale or two in the evening but there was rather too much sea for Boats to pursue.

At O P M the Corps of Islanders were committed to the Deep. The body was laid in a coffin perforated with holes to admit the water, and about 2 Cwt of shot, were placed at the foot of it, to sink it. The Coroner being invited in mourning at the Mizen Mast, and the Ship lying too, the Corps was placed in a Boat lowered near to the water's edge, while I read the Funeral service of the Church of England, and then launched into the Deep, when they instantly disappeared.

Mechanics were present at the ceremony, and as many as could be spared attended in the Cabin, where I endeavored to render it the more impressive by choosing something very part of the service appropriate to the occasion. They all seemed much affected.

Monday, May 16th. Three 24 hours moderate breezes from the Southward and fine weather. The Ship tacking and laying to amongst streams. About noon saw a Stragling Whale or two, two more in the afternoon, and an other about

O P M but without having any opportunity of striking one. The two Ships got under way. At 9 P M reached port to the Eastward.

Tuesday, May 17. At 9 AM saw the King George. Capt Gordon and McCree soon afterwards came on board. They informed us that next day after leaving us they were chased and nearly taken by an American Privateer. They left Storness on the 25th April and being the great news of the annihilation of Bonaparte's dynasty and the probability of a general Peace.

After dinner I went on board the Earl of Falmouth Capt Smith who had been up the Straights but there being nothing doing there he had come back. In the evening I also went aboard the Success of Leith.

Between 1 and O P M saw two Whales and had a loose pack of 5 Boats but without success.

The weather good and Wind from S.E. 4 Sail in sight
Lat: by Obs: 62° 1' N

Wednesday May 18th At 4 p.m. saw a whale and sent away 2 boats after her - in the forenoon saw one or two and a boat was in an attempt to throw at one but without success. In the morning the Capt of the "Plover" got his first and the Person his 6th Whale - two more ships in the evening got each one - about 20 ships in sight.

The weather very fine all day but cloudy with light breezes and variable from SE to SE. The ship dodging among streams of ice - and no whales seen all the afternoon of the day.

Thursday May 19th This day 24 hours light breezes from the South & Eastward with hazy & mild weather. - All day the people employed making off the last Whale - filled 75 Barrels of Oil - about 25 Tons of Oil. In the evening spoke the King George. When Capt Gordon came aboard for a little while. 14 or 20 Sail in sight. Have or seen no Whales all day.

Friday May 20th This 24 hours dark cloudy weather with moderate breezes from the Southward which however was packing the Ice very fast. In the Morning at 5 o'clock saw a whale - sent two Boats after and was all best fast. - About Noon saw another and was again nearly fast to her. In the evening saw several different Whales but without getting near any.

The Ship turning and laying to occasionally in a deep light. Several ships in company 3 or 4 of which had got a fish during the day.

Lat. in by Obs. 65° 20' N

Saturday May 21 This day has run on with suspense, hazard and confusion. At 9 A.M. a whale rose close to leeward of the Ship and next time she appeared Matthew's ship got fast, she immediately took in to the Pack taking the Boat into the Ice, and came up in hole of water. The Boats were of course to launch and work through the ice. They got to where the fish was up - but unfortunately a signal intended for another Boat received



these, thinking it was meant to let them know it was not our fish but that of another ship close by us.

This gave rise to all the succeeding disasters and delay. - The whale being taken into a right tetter side of the ice the ship lurching and bored into it, when all three boats had struck in a heap without another boat being present to lance. - The Fast Boat and two more being in the midst and tetter side of the Patch. - At last I went away with the Jolly Boat, the only one remaining in the ship, and sent a crew out of the other boats to kill the fish, however by this time she had become desperate from her prolonged sufferings and kept shifting about and running so that no boat could get near to get a lance into her. - In the evening a Harpoon badly delivered in drawn backwater, and was first cutting the line of one then of another.

The remaining boats were coming up one by one - At 3 P.M. the Male came up and immediately struck in a Harpoon and hung close by the fish to lance her. - At first she drove the Boat on one side which obliged them to sit on the opposite side to keep the Leak as much as possible out of the water; next she

came up right under the Boat and transited over, providentially the other Boats were close by, and picked up the poor men, before any of them perished and took them all on Board the Ship without delay. The Boat and Lines however were lost.

It was about 7 P.M. before they got the whale killed - and almost dark before secured and ready for flinching.

The Ice at the same time was setting fast up, and inclinable to blow hard from the Southward.

The weather all day dark and cloudy with flying snow or sleet.

Sunday, May 22 From 12 till 2 A.M. the Ship knocking about amongst Ice and arising through a Patch or Stream, at times so close as to prevent their flinching; after getting into clear water there was a deal of sea, rendering the work now difficult and unpleasant, as well as extremely dangerous for every thing was breaking and giving way. At 3 A.M. the Sea was run so much as to render it impossible to take any more in - and the whale had to be taken in tow, but before she was taken from the Ship's side the ropes that bore up the Fore block and the Cant Block falling down

upon Henry Buntow broke his thigh.
The Capt. Ship of Blubber most providen-
tially fell over the side, had it fallen
on the men below it would have caused
them to death. - luckily however it
was not far above the Deck. -

The Whale was taken in tow but
every thing however strong was insuffi-
cient to bear the strain, so after
all she was lost, having scarcely got
as much off her, as will defray the
cost of Boat, Lines, & Harpoons.

The breeze moderated about
the middle of the day with thick
foggy weather, towards evening
more clear with the wind getting
to S.W. - afterwards nearly calm
with a heavy Southerly Sea, and
foggy with snow showers. -

Kept reaching along the edge
of the Ice in a deep light, but
saw no Whales - out of P.M. was out
before the Wind.

Monday, May 23 Three 24 hours
thick foggy weather and small rain
with Easterly and S. winds. Ship
all day dragging in clear water the
two people employed making off the
last Blubber, and clearing the Ship.
No Whales seen.

life

Tuesday, May 24th At three 24
hours an intense thick fog - the
wind still continuing Southerly.
Kept running for the most part
along the edge of the Ice to the
Northward - turning to Westward
and lying too occasionally. No Whales
seen.

Wednesday, May 25th The
weather continues the same - an
intense and incessant fog. -

Thursday May 26th Three
24 hours thick foggy weather with
occasional intervals of haze and
fresh breezes from the Southward.

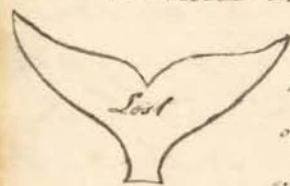
In the forenoon fell in with sev-
eral Ships seemingly all at a stand
what to do, some were plying to the
Southward along the edge of the Ice,
some running to the Northward, others
reaching to the Eastward. Proving
that there was nothing to be seen
any where.

In the afternoon steered on
Northwesterly course with the intention
of going up the Straights.

Friday, May 27th At three
24 hours thick foggy weather.
Wind Southerly. Rained some very
large Ice Bergs.

Saturday, May 28th. All the fore part of the day thick & snowy weather; in the afternoon thick fog, clearing a little at intervals.

The Ship dodging about the edge of the Ice which is now closely packed, exhibiting a continued, solid and rugged mass of Ice. At 3 P.M. saw a Bear upon the Ice and a Whale at the edge of it. - sent away a Boat after the latter, but she did not appear again; - A thick shower of fog succeeded, clearing up again about 6 P.M. saw the Coast of Labrador about 4 miles off. At 7 P.M. saw another Whale and sent away 4 Boats. - At 1/2 past 8 Matthews & I struck a Whale which drew them in



amongst the Ice and after swimming out nearly the whole Boats line.

The line broke near the Fish and she was lost. At 11 P.M. all the Boats got on Board.

It is somewhat singular that on the Saturday we should generally get fast to a Fish. -

At the end, the weather still hazy but fine and the Wind S.W.

Sunday, May 29. All the morning kept hovering about the edge of the Ice where we saw several whales last night but this morning saw none. All forenoon kept running to the Eastward in the Ice in company with the Lady Jane & Shields with 6 Fish. - In the afternoon found ourselves in a tight way where surrounded with Ice, and kept turning to Windward till the end.

The fore part of the day clear and fine but at Night thick with snow. Wind at West.

Lat: at Noon 63° 23' N

Monday, May 30. The weather fine and wind westerly. Kept turning to windward all forenoon. At Noon seeing no obstruction bore away before the wind to the Eastward. In the evening foggy. Ship running and laying too amongst icebergs and patches.

Tuesday, May 31st. The fore part of the day thick & foggy, but in course of the morning cleared up. All the forenoon, kept running to the Southward, expecting we had at last got a free passage, but at Noon could get no farther for ice & discovered that we had got onto a very deep bight between two Packs about 2 or 3 miles

apart - was turning out of the light
to the Southward when a whale was
seen - afterwards saw a great many.
several of them in pairs - from 3 P.M.
till 8 had 4 boats away but with-
out success - they were all upon
the snow - going all the same course
in a N.E. direction. From 8 P.M.

till 12 very thick with snow and
fog - the ship working through
to the S.E.ward amongst heavy ice
whenever a lead appeared. The
opening at which we entered
having closed up - and the place
where we were seemed to be doing
the same. Wind Westerly.

Observed at Noon in Lat. $64^{\circ} 30' N$

Wednesday, June 1st. These
24 hours commence with thick
foggy weather, and the unpleasant
prospect of getting beset amongst
the ice - the more we endeavored
to get out the more we got im-
bayed and the only resource to keep
the ship at liberty was to go back
to the water we had left. At 4 A.M.
it closed up - and the day proved
very fine - warm and pleasant.

Kept reaching to the Southward
between the two Packs - In the

afternoon saw several Whales, and
at 4 P.M. John Smith struck a whale
which threw him
out of the boat, but
received no other injury
than a ducking.

The whale struck another boat
with her Fin and filled it with
water but did no other harm - yet
he killed at 6, and alongside at
7 P.M. - done flinching at 11 P.M.
measured 10 Feet 8 Inches.

The weather very good to the
end. Daylight is now per-
fectual. Had no darkness for a
few nights back.

Lat in by Obs: $64^{\circ} 36' N$

Thursday, June 2nd. At 1 A.M. being
quite clear saw the land of North
America to the Westward distant 50
or 60 miles - probably the Isle of Good Hope
or Cumberland Island. In course
of the Morning saw two or three whales.

About 10 A.M. saw two bears upon
a strand of ice - two boats went away
to kill them. - It is wonderful to see
the civility and harmony that subsist
among these savage animals,
and the degree of instinct with which
they are endowed. Their sense
of smutting being very acute,
they soon perceived the boats



coming towards them. One was lying
on the other's lap; the younger one not
being tall enough to see what it was,
stood upright upon its hinder legs
till they then took to swimming;
when one was wounded the other
licked the wound, and kindly assisted
it to get upon a piece of ice - and
what was not less remarkable, the
younger one after receiving a wound
on the belly, through which its
entrails gushed out, wishing to get
down, first made a hole in the
snow to contain the protruded in-
testines.

There being no possibility of
getting either one way or another,
but just dodging in slack places
amongst ice - at 4 P.M. made
the Ship fast to an Ice Berg.

At 11 cast off again. - saw one
whale in the evening. - Wind Westerly - the weather dark & cloudy.

Lat. in by Obs. $66^{\circ} 45' N$.

Friday, June 3. At the beginning
after casting off from the Berg &
running to the S.E. where the ice
slacken. In course of the morning
it fell extremely foggy and con-
tinued so till the end. - Kept
all day running, turning, losing
and warping to the Eastward, they
bitten flounder and very heavy Ice.

as well as Berge; Sometimes having
toe on account of the Fog. - As might
be expected, received several severe blows
but without any harm. - Notwith-
standing the great quantity of Ice we
have come through, there is still no ap-
pearance of being near the Sea. - It is
almost impossible to conceive the
elaborious attention it requires to
guide the Ship at present. - what
makes it worse we can only go at sea
for it is impossible at times to see
a few hundred yards. Wind Westerly.

Saturday, June 4th Th. 24
hours set in with intense fog and
little wind. at 2 A.M. the ice became
quite close all round us, and it
was needless to contend any longer.
Therefore jostled all the Sails and let
the Ship lie. - At 8 A.M. the Fog
began to disperse, set all Sail and
began to bore through the ice.

At Noon got into plenty of clear
water and sailing ice. - The re-
minder of the Day proved very fine,
being clear and warm. - and kept
running to the Eastward without meeting with any ma-
terial obstruction. Towards the
end the Land of Greenland was
gradually coming into view.

Wind Westerly.

At noon observed in Lat $66^{\circ} 37' N$

Sunday, June 3, Most part of the 24 hours tolerable clear with just breezes from the N.W. Keep running up the Straights. - The Land in sight, but much obscured by Fog.

At 10 P.M. about 15 miles distant the appearance not above three or four. - This part of North America called Greenland is very large tract of Land, extending nearly from 59° N Latitude as far North as human Discoveries have been able to explore: very probably it is united to the main Continent of America - indeed I am of opinion that Europe was joined to America by a continuous land, toward the North.

Greenland from the Sea exhibits a confused mass of steep and rugged and inaccessible cliffs, which are still covered with the verdure of winter. - It is inhabited by the Esquimaux Indians, 10,000 of which are distributed amongst the Danish Factories along the Coast. Denmark possesses the whole country. There are several Domes at the Factories, each settlement headed by a Governor. Furs, Seal, and Oil are the chief of the produce of the Country.

For the afternoon had Divine service performed.

Lat at Noon 68° 30' N

Monday, June 4 At three the hours. blowing a strong gale from the N.W. with cloudy thick weather. In the beginning kept running to the Southward along the Coast afterwards turned to the Westward towards the Sea. - Ice Bergs very numerous and large.

Tuesday, June 5 Today more moderate, - fell in with streams of ice in the morning. - but saw no Whales. At Noon set all sail and ran away to the Northward, passing several large Bergs, indeed these are now so general, that they soon become worthy of remark. - The after part of the day very light wind from the Southward and thick weather with snow.

Lat. at Noon 68° 12' N.

Wednesday June 6, At three 24 hours most excellent weather warm and pleasant, but very little wind - at times nearly calm. All day the Ship running to the Southward along the Coast of the Island of Disco. Distant from it about 30 miles but to appearance not more than 3 or 4 miles. - This is a large island upwards of 60 miles in length extending from 69° 10' N to 70° 15' N Latitude it is separated from the Mainland by

a narrow Strait, called the Waypass.
The Land here like the rest of the country
is very high, but not so rugged, it
is flat on the top intersected by deep
chasms & valleys and these filled
with snow. indeed the whole country
is of a mottled appearance.
In this island of Disco may be seen
to be the Capital of the Country.
At the South end of it lives a Queen
Mann the Inspector of all the
Governors... there are some wooden
houses and Huts of the Indians
and the Danish Storehouses. this
place is called Savley. we were
within 15 miles of it in the morning.

At the North end of Disco is another
small island called Flare Island.
At this, we were at 10 P.M. when we
kept more to the westward in
order to meet with the Ice. -

At the end of the Breezes. - all
sail set - Hauling Sail & Royals.
Thursday June 7 The fore part
of this 24 hours strong gales from the
Southward. Ship running to the North-
ward along the edge of the ice. At 4 P.M.
saw a great many whales but could
not lower any boats down there being
too much sea. - In the afternoon
more moderate. sent away 16 boats
at 1 P.M. took the boats on board with-
out success. In the evening quite
calm. - 2 Ships in sight. One of them

flinching supposed to be the Norfolk of
Bermick. - The East Land in sight distant
about 40 miles.

Lat: Obs: $70^{\circ} 30' N$

Friday, June 10. In course of the
morning a breeze springing up from
the N.E. - Kept all day burning to the
North along the Ice. Several Ships
that had just got clear from being
beet in N.E. Bay, joined us. In
the afternoon thick snow showers.

At 6 P.M. spoke the Earl of Falconberg
Capt. Smith who informed us there
was no passage to the Northward
beyond $71^{\circ} 40'$. - Spoke also the
Norfolk of Bermick with 40 Whales.
Finding it unsafe to pass were
the Northward. about ship and ran
further south along the ice and
was followed by several of the other
Ships. - At 8 P.M. saw some Whales
and sent away 5 Boats after them
soon after Robt. Wheatley struck a
Whale. - got her
killed by 10 P.M.
and alongside at 11

In the end a Dead calow.

Lat: p. Obs: $70^{\circ} 40' N$

Saturday, June 11. At 3 P.M.
finished flinching. the Bone
measured 10 Feet. - All day light
breezes from N.W. and pretty clear



Kept turning to Windward along the ice - among streams and a great many Bergs, of which there is great variety. both large, beautiful and remarkable. - one with a high pinnacle at the end resembling the Steeple of a Church, another like the ruins of a Castle the top gone and walls standing and a third - the most curious of all with two beautiful ^{Gothic} arches and a pillar between them as large as those of a Bridge over a large river and as regular as if formed by art.

Now these arches become exaggerated it is impossible to account for. - In the evening saw one Whale - 11 Ships in sight.

Lat: 66: 40" 32' N

Sunday June 12. These 24 hours fair weather with westerly breezes. Kept dodging about the edge of the Ice greater part of the day. saw several straggling Whales and had some all boats but still was foiled.

In the afternoon as usual performed divine service in the Cabin.

Towards the wind evening the wind got more Southwesterly. At the end, reaching towards the Land, is about 10 miles or perhaps more, expecting if the wind should get westerly to procure a passage to the Southward. 11 Ships in sight.

Monday, June 13 In the Morning strong Breezes from the Southward. Reached into the S.E. Bay, but saw no Whales - found two or three Ships coming out of Jacobs Bay.

Kept running to the Southward along the Land ice all forenoon. In the afternoon was becalmed by the North of Ice Berg Bay - here is a vast concourse of immensely large Bergs collected there by solar shoe which prevents them floating away. - In the evening a breeze sprang up from the S.E.

Tuesday, June 14th During the fore part of these 24 hours kept reaching to the Southward expecting to find a passage to Kingston Bay, but was soon disappointed, the Ice being close in with the Land.

At 10 A.M. saw a Whale and had a good prospect of getting her but was humberged by the Boats of the Cato of Hull. - During the remainder of the day kept seeing Whales. - In the evening Capt. Coartou of the Royal George came on Board. The latter part of the day, thick misty weather with wind from E.S.E. - The Cato, Royal George and True Love of Hull in company. - Ship dodging off the edge of the Ice.

Wednesday, June 15 Kept clear this morning when the Whales were

seen yesterday, but saw nothing.
At noon bore away again to the
Southward. - At 6 P.M. spoke the
Norfolk of Bonwick with 6 Whales
and Capt. Marshalle came on board.
All day fine weather and light
breeze from the Northward. No
Whales to be seen. - At present
we are in the same spot we were
on Sunday and Saturday last
by the logs. - The Norfolk, James
& Whitby, and Carl Falckenberg in
company.

Thursday, June 16 All
the fore part of this 24 hours quite
calm. About noon a light breeze
sprang up, continuing very variable
to the end. Kept running to the
Southward amongst loose ice &
bergs intending to get off to the
Westward. followed by the Norfolk
and James. - No Whales seen.

Friday, June 17 Like yesterday
and calm all the fore part, in
the afternoon a fresh breeze sprang
up from NW. - Kept plying
to the Westward first in clear
water afterwards amongst ice,
in company with the Norfolk.
The lofty cliffs of Disko are begin-
ning to hide themselves beneath
the horizon.

Lat: at Noon $69^{\circ} 50' N$

Saturday, June 18th This 24 hours
began with strong breeze and dark
cloudy weather with flying showers
of small snow, continuing a good part
of the day. In the forenoon came to a
Field of Ice of vast extent and
most promising appearance, but
saw no Whales or even any living
Animal. - In the Evening calmed
succeeded by a light breeze from the
Northward, and clear. - The Norfolk
in company and running to the
Southward.

Lat: Obs $69^{\circ} 26' N$

Sunday, June 19th Fine and
thick and light breeze. - Running
to the Southward in company with
the James of Whitby and Norfolk.
Passed some very large Masses of Ice
but saw no Whales. At 6 P.M.
got out of the Ice entirely into
clear water. The rest of the evening
chiefly calm.

Lat: Obs: $68^{\circ} 45' N$

Monday, June 20. Strong breeze
from ESE greater part of this 24
hours. Kept for the most part
running to the N along the Ice
in company with the Norfolk and
James. - In the Morning passed 2
Isles reaching to the Northward. The
East Land again in view.

Lat: Obs: $67^{\circ} 45' N$

Tuesday June 21st At three 24
hours strong gales from ENE and
clear cool weather. - At the fore part
of the day, running to the Westward
among large Flaws of Ice. - In
the afternoon the James & Norfolk
got each a whale. - At 9 P.M. saw
away 5 boats to lay along the edge
of the Flaw - saw several Whales &
had many high chances. but not
the good fortune to hook one on, be-
fore the commencement of another
day. - Down here there is a per-
ceptible difference between day and
night.

Wednesday, June 22nd Begins
with a more promising aspect than
the preceding days. - Kept dodging
along the edge of the Flaw. with 2
boats on the watch, and very soon
and then seeing a Fish. About 11 A.M.
The Jefferson struck a Whale &



would have got her
killed almost directly
had the artificer of
the huge machine
not prevented it. When she
was a part of the Flaw not so strong
as the rest she would break a hole
large enough for her crown and there
lay and breath at her ease. This
she effected by coming up perpendicu-
larly and with great force pushed
up the Ice with her nose and.

Made the Ship fast to a Berg at the
edge of the Flaw and took the Fish
longside at 2 P.M. - got down flensing
at 7 P.M. - the Ben moved Westward
cast off and turned to windward among
great Flaws. - saw a White Fox on the
Ice. - About 7 P.M. the Norfolk got
fast to a whale but lost him soon
after he got fast again. -

At the end strong gales from
the NE and cloudy with flying
showers.

Lat: Obs: 66° 16' N.

Long: about 60° 00' W

Thursday, June 23rd These 24
hours commence with a very strong
gale from the NE. kept tearing
to windward in company with
the James. - About 8 A.M. got clear
of the Flaws and apparently into
a Sea of water - to the Westward.
Kept laying to under a streamer
there being a good deal of Sea & high
wind. - saw several Whales running
to the Northward. - At Noon said
the Norfolk made fast to the Ice
flensing its appearance but a-
mongst the Flaws.

About 11 P.M. it fell moderate
made Sail and steamed to the
Westward. - by this time the West
Land of Davis Straights had come
in sight. - and gradually became

coldest as the day advanced. About 6 P.M. saw two or three whales out in clear water and showing a course towards the Land. - Until this time a fine light breeze and nothing but water except here and there a solitary strand or piece of Ice to be seen.

This North Eastern part of North America - and Western side of this Strait has been but little explored and seldom or never resorted to. - Our expedition whether is rather adventurous, consistent however with reason. - for why should not whales resort to the West as well as the East side? and if the one has failed - certainly the other is worthy of a trial, and if success should crown the attempt, the credit will indisputably belong to Capt. Ross who was the first proposer of it, and by his steadiness and perseverance the other two have been induced to lay aside old prejudices and customs, and if the principal object is not obtained, this must be ascertained that there is plenty of water - between the Land and the Ice, as much if not more than on the opposite side.

Lat: by Obs. $66^{\circ}20'N$.

Friday, June 24 - Continued all the morning running on towards the Land - on approaching it however there was no Ice nor Fish to be seen. - Therefore both Ships turned and stood towards the Ice. - This said Land is named Cumberland Island and is one of several Islands, some of which are very large, that form Hudson's Bay - Baffin's Bay and many unexplored Bays & Straits, with the Continent of America, like the rest of the Polar Islands it is very high - barren - entirely clothed in snow - and apparently uninhabited. - Saw 4 Land of Ships to the Southward - distant 10 or 12 miles. -

At 11 P.M. got to the Ice - and immediately saw a whale. - Kept hovering about the edge and running to the Southward till the end.

The weather all day hazy with strong breezes from the N.W.

Saturday, June 25th Moderate breezes from the N.W. and hazy - all day kept lying to, running and towing to windward at intervals as before. The crews in company.

At 1 P.M. 2 Boats went away after a whale which they chased for several hours running to the S.E. - after

getting the Boats on board - continued
sailing in that direction - To speak
from the James.

Sunday, June 16th. Saw a whale
early in the morning sailing S.W.
the Boats chased till she brought them
amongst several - but a thick fog coming
on forced the Boats to come on board.

Throughout the day light winds
from S.W. & closing. - In the evening
had divine worship.

Monday, June 17th. Three 24 hours
variable weather and winds. - In the
forenoon saw a whale or two. - In
the afternoon spoke the James who
had got another fish. - Afterwards
kept watching to the Westward. At
the end strong breezes from the S.W.
and thick fog.

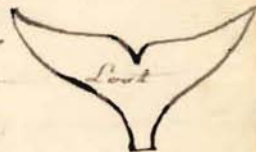
Tuesday, June 18th. Great part
of three 24 hours strong breezes from
S.W. and thick fog. - In the evening
it cleared up with a moderate breeze.
Saw 2 Ships, which proved to be the
Ruth & Lilla with 3 whales and the
W. & Ann with 9. - For the most
part all day kept tacking to windward
among streams and bore in. 2 whales
seen.

Wednesday, June 19th. Great part
of three 24 hours quite calm. The
latter part fresh breezes from W. with
thick fog showers. - Several whales
seen in course of the day. - had boats

going almost constant but without
success. In the afternoon we ought to
have got one, but through a mistake
in the Harpooners let her slip through
our fingers - and again about 8 P.M.
one came up so near to the ship that
before there was time to get out of
the way. the Ship ran over her.

The Ruth and W. & Ann of
Lilla in company. 2 other Ships
in sight. supposed to be the Capt's
Gale of Hull.

Late in by Chr: Clark's
At 4 past 10. When Loring struck
a whale but the Harpoon came out
again immediately
and she was lost.
she appeared to be
a very large whale. About the same
time the W. & Ann got one killed.



Thursday, June 20th. Three 24
hours throughout strong breezes &
thick weather, with snow. - Kept
mostly laying to - nothing seen
except some Bears upon a Flare.
At Noon spoke the Lady Jane of
Shields with 10 fish. - The Lilla
of Hull without any thing - and
the 4 Ships as yesterday also in com-
pany.

Friday, July 1st. At three
24 hours thick foggy weather. Kept

reaching to the Westward in company with several other Ships. In the evening found ourselves close in with the Land, to which there was a clear sea nothing - this we did not see before, when we were in with it. Kept turning to the Northward close in shore.

Saturday, July 2. Proves a beautiful, warm and clear day - with showing of fog in the after part. - At 11 A.M. Robt. Wheatley struck a Whale at the land sea - she dragged the Boat into the sea - and after much suspense & difficulty she was killed, and got alongside by 8 P.M. having run out 4



It is
No.

Boats lines on the 1st Harpoon, and upset a Boat in which was Mr. Lawrence, what was worse she threatened to destroy them with her tail - but providentially they were all picked up without receiving any injury.

This whale had been struck before, and an abscess had formed, producing an enormous bump upon her back. The bump measured 11 feet 8 inches.

Sunday, July 3rd. Is ushered in with a very melancholy aspect, but terminated more favourably than was at first apprehended. - The fog

driving to a great distance from where the Whale was struck, while they were getting her in - 2 Boats were still detained among the ice endeavouring to get the 20 lines, which had got entangled among the Rocks at the Bottom and Sides. - At 2 P.M. one of the Boats came on board, the other was in with the Land so our haul was, and a thick impenetrable fog came on, which rendered it next to impossible for the Boat to find their way or the Ship the Boat. Mr. Johnson kept firing Guns at short intervals, but to no purpose. - Had the fog lasted any length of time, probably they would have perished, & been number and those who had just before escaped a watery grave. - Fortunately however the fog began to disperse in the afternoon - The Boat came in sight, and the poor fellows got on board by 5 P.M. much jaded, - having been away upwards of 30 hours - and some of them had not tasted Food since Friday. - Such is a specimen of the hardships, poor Seamen undergo!

What can be the reason or whether there be any other cause than from above I know not, but an unlucky fatality seems to attend the Majesty this voyage; - every whale she gets among an accident occurs, beside those she has lost - and not been able to get hold of.

The latter part of the day proved

very fine, clear air - warm - with gentle
breezes from the Southward. - Ship
sailing to the Northward along Green
Island - 2 Ships in sight.

Monday, July 4. Greater part
of these 24 hours running to the North-
ward. - The weather thick & strong
and blowing strong. - In the
evening clear. - At 5 P.M. fell in
with the King George - clear. &
Capt. Gordon came on board the
Majestic while I went on board
the King George to see Mr. Croft.
He has been on shore on this
Island, and picked up some
articles of dress and fishing tackle
proving it to be inhabited. - also
a few very pretty plants he collected,
and some curious stones. - On
returning on board I found as
well as Capt. Gordon, 2 Capt. De-
visors of the W. A. & North
who did not go away before the
morning. - 3 Ships in company.

Tuesday, July 5th. All these
24 hours strong gales from the N.
Kept turning towards the Land, as
10 P.M. were close in with the land in
but saw no Whales. - The Land
here in many places is quite flat
and low, & very different from any
I have before said. - There is one
very remarkable point projecting

little into the Sea. it is mostly high,
& quite perpendicular so that no waves
can run on it. - consequently quite
black and where it faces
the Ocean two slender
towers rise perpendicular
early above the rest: it

has nearly acquired the name of the
Mollymook Castle or Tower, from
the number of Birds of that name
that frequent it. - We were not
near enough the low land to destroy
any of the Indians on the Shore.

Lat: in by Obs. $67^{\circ} 30' S$

Longitude in $63^{\circ} 00' W$

Wednesday, July 6th. The fore-
part of these 24 hours fine pleasant
weather, but afterwards thick fog.

Thursday, July 7th. All these
24 hours thick fog, and light
breezes from the Southward.

Friday, July 8. Greater part of
these 24 hours thick foggy weather,
with one or two short intervals of
clear. - Spoke the Gato & Eagle and
sent letters on board of them for
England - saw also the Lady Jane
& Cove of Shields. and the James
& Whitby finishing his 13th Cruise.
Ship reaching to the Eastward.

Saturday, July 9. The weather
seems to be set in foggy for a con-

temperance. it has been generally so
greater part of this day with inter-
vals of clear or hazy weather. Keep
turning along the Ice to the South
ward. No Whales to be seen. Wind
at N.E.


Sunday, July 10th. All these
24 hours strong breezes from S.W. and
a thick rainy weather. No Whales seen.
In the afternoon had divine service
in the Cabin.

Monday, July 11th. Greater
part of this day thick weather
and strong breezes from the N.W.
Kept turning to the Southward
along the Land. In the even-
ing it fell more moderate & clearer
and a little. saw the Lady Jane,
belonging to. apparently making
ready to fly. - At 10 P.M. saw
a Whale and sent away 2 Boats
after her but without success.

Tuesday, July 12. Greater part
of these 24 hours strong breezes
from S.W. and moderately clear.
At 8 P.M. stood close in to the Bay
where we got last Whale & hauled
up 30 Whales. - The Lady Jane
Rearth & Wm. Ann in sight. At
the end moderate breezes and
quite foggy.

Lat: 66° 30' N. -

Wednesday, July 13. The fore part
of the day calm and thick fog. In
the afternoon a gentle breeze from the
N. and in the evening a short inter-
val of clear. - Fell in with the Caravelle
of Aberdeen with 7 Whales. The Royal
Bounty of Leth with 3 & the Larkins
with 2. about 9 P.M. the Larkins got
another.

Thursday, July 14. During
the forenoon clear and pleasant sun-
shine. but in the afternoon quite foggy
and calm. Had Boats away after
Sea Horses but did not get any. got
1 Bear in the morning. 

The Rearth and William & Ann in
company. - 4 Sail more in sight.
Lat: 66° 12' N
Long. 68° 05' W

Friday, July 15. Turns out as
very pleasant fine day. the weather
thawed and fine breezes from the East-
ward. - Kept turning to windward
among streams and thin ice. saw no
Whales. - In the afternoon standing
in towards the Land. saw 2 Ships, the
Elizabeth and Larkins flanking in
the same Bay where we got our
last Whale on the 2nd July. This
Bay is situated in about 66° 20' N
Latitude. - it is quite small. - but
out of it there seems to run up the

land visible deep, & narrow Brighton
Towers where probably the Whales feed
about and seldom come out. some
of them are hid almost entirely by
the high Land and 2 or 3 Perpendicular
Islands that stand at their en-
trance. - At 1 P.M. a very rapid Tide
was running to the North, carrying
the loose ice past some Bergs around
with great velocity - this rendered it
impossible to keep a good offing with
the Ship. - Sent away 4 Boats to
see if there were any Whales to be
seen. - At 9, 2 Boats returned. they had
seen 3 or 4 Whales but did not get fast.

The other 2 Boats had not returned
before Midnight. Killed a very
large Bear in the afternoon.

The Lady Jane, Elizabeth, North,
Royal Bounty, Wm. Anson & Linkers
in Company.

Saturday, July 16 At 3 A.M.
some of the Boats came to the Ship
to inform us that they had got a
whale killed - 3 more Boats had

previously gone
from the Ship, but
they had not been
seen. - Owing to

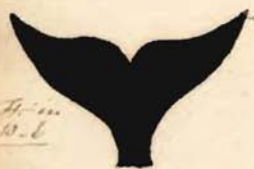
the different sets of
the Tide and a dead calms. The
Ship and Boats were born away
in quite different directions, so
that it was soon before the Fish
was got to the Ship. - All the other

Ships had all their Boats away and
some got a Fish. others got fast and lost
them. - Most of the Boats that were join-
ing our Ship, reported that they were
saw Whales more numerous. - That
they were coming up 10 or 15 together
close in shore that they were blowing
the snow off the rocks with their breath.
Got done flanching by 4 P.M. the
Boats measured 10 feet 6 inches. - The
Larkins and Wm. Anson got each a Fish
also. The other Ships were fast too but
lost them. - The Whales seemed all
to be running. -

At 9 P.M. sent away 3 Boats
again. and stood into the Bay with
the Ship where we got becalmed.

Sunday, July 17 - At the morning
light descending to the Southward very
fast until the Tide changed, and
a breeze spring up from the E.S.E.

At 10 A.M. 4 of the Boats returned.
we had not seen a single Whale.
They brought on board a Sea Horse
which they killed. This Animal may
be more properly called a Sea Elephant
the Hair being short and much
of the same colour (Dun) and
two great Tusks growing out of the
upper Jaw, hanging down below the
under one. - The Tusks are Ivory and
grow 9 to 10 inches in length. The
Body of the animal is about the size




of a Bull-dog but its legs are quite short
rather entirely feet or fins than legs.
They are endowed with a great deal of
courage and instinct and are very
partial to their young. - They make
a noise like the Barking of a Dog.

At 4 P.M. the remaining Boat
men on Board. They had seen 2 Whales
but running to the Northward.

The Mate informed me that when
they were close to the Land, when it
was calm there would come violent
gusts of wind, lasting a few minutes,
accompanied with extreme heat &
a strong particular smell. - The nature
of this various circumstance is not
understood. The weather all day
continued very warm & fine. The
Ships in company as before with
the exception of the Lady Lind and
Charlotte.

Monday, July 10. At three
or 2 1/2 hours gentle calms. The Ship having
sailed in a good way to the Southward, with
the current into the open of another
Bay. At 2 P.M. 5 Boats were sent away
towards the Shore to see what was to be
found. I also went for a little recreation
& amusement, but more especially
for the simple gratification of setting
my foot upon the New World - America.
And a poor enjoyment it was. The
part of Land on which I went was
quite clear of snow, which only seen

the more to expose the barrenness of
the place. - Soil there is none, nothing
but the bare rock, or masses of loose
stony stones. - where there was a little
earth, a few low plants & shrubs were
growing. and the Lichen Islandicus
or Iceland Moss. - There was not a
living creature to be seen nor the
least vestige of any Inhabitants.

I found several footmarks in different
places, but apparently those of bears
& seals. - On going to the bottom of a
very fine Bay we found an abundance
of Sea Horses. in the water they were
very numerous, and on the Sea they
were lying like flocks of Sheep. - We
killed and wounded several, but only
got three of them. 

Exactly at 12 P.M. we got back to the
Ship. - The weather continued warm
and fine. just ^{and} that of July in Eng-
land.

Tuesday, July 19 At three
or 2 1/2 hours fine agreeable weather
with light airs of wind. The Batten
& Leath in company with J. Watson
& Thomas of Hull with 13, also the
Raith. Royal Bounty, Larkins and
Wm. Ann as before. 5 Sail more
in sight to the Northward.

Wednesday, July 20 Fine & clear
fine weather and light variable
breezes. No ship remain in the

neighbourhood of Hump Back Bay -
but rather reaching to the Northward.
At 10 P.M. spoke the East Indiaman
with 4 and the Elbe with 3 Fish.
They give accounts of several Ships
that had been at Kingstown Bay
some well fished & others very poor.

Thursday, July 21 The fore
part of the day fine weather and
variable winds. - Kept reaching to
the Northward gradually losing
Hump Back Castle and Bay when
Mollyhawk Castle was coming into
view. We are once more on the
North side of Cumberland Island
and in the Mouth of Baffin Straits,
but I doubt there will be little
more done in this part of the
country this season. - The after
part of the day turned out thick
and foggy.

Friday, July 22 At three 24 hours
thick foggy weather and gentle breeze
from the N. The Elbe in company.

Saturday, July 23 Great part of
the day Thick Fog. At 1 P.M. it
cleared up. - Saw Mollyhawk Castle
in distant 24 miles or a good way - Steamed
towards it - but meeting with a heavy
obstruction from the Ice - turned
to windward. 3 or 4 Ships
were in company, but had lost them
at 4 P.M.

Sunday, July 24 Great part of the
24 hours strong breeze from N. the
weather partly clear. Kept tacking to
windward. At 1 P.M. it fell quite im-
mediate and the wind shifted to the
North - we reached in towards the
Land and soon after bore too for the
other 3 Ships which seemed inclin-
able to follow us. - Though this was
the very place we wanted to be, and
has been contending for these few
days back. - The Land the most
inviting being full of beautiful
fine Bays. and also within a
few hours sail of ascertaining whether
there was whaler or not. Rich was
the want of determination and
prowess that at 1 P.M. we
bore away to the Southward again
in imitation of the other Ships
which after hesitating some time
first going one way then another
at last bravely made up their
mind to be off. - I therefore may
well believe to Mollyhawk Castle &
all probability of seeing any of the
Natives of these unexplored regions.

Monday, July 25 At three 24
hours light wind and hazy weather.
Kept crawling to the Southward in
company with the Horn of Denmark,
Rattler of Leth, and John of Mass.

Tuesday, July 26th. These 24 hours gentle breezes from the South-west and still easy weather. Continue flying to the Southward in company with the Ships as before. The Land distant about 30 Miles - and no ice to be seen.

Wednesday, July 27th Variable light breezes & Calms with foggy & Cloudy weather.

Lat: in at Noon $65^{\circ} 37' N$

Thursday, July 28th. Still running down the Straits with a fair wind and beautiful weather. Early in the morning saw the Southern point of Cumberland Island but in course of the forenoon lost sight of the land entirely. The Horn & Rattler in company. Sail more in sight.

Lat: in at Noon $65^{\circ} 7' N$

Friday, July 29th. Light air and very warm clear weather.

Still keep running south exchanging the regions of continued day, for that more agreeable & convenient of night and day. tonight it darkened between 10 & 11 o'clock, and the morning and the morning were the first being. A great many Ice Berge have been in our track yesterday & today but they begin to get more thin.

Lat: Obs: $65^{\circ} 55' N$.

Saturday, July 30. Warm & clear weather and clear. In company with the Rattler & Horn as before.

Lat: Obs: $65^{\circ} 1' N$

Sunday, July 31. All these 24 hours fresh breezes from the North-Eastward and excellent weather. Keep proceeding rapidly to the Southward, and soon shall be out of the Straits of Davis.

Have run this day by the Log about 134 Miles. In the afternoon Divine service was performed on the Cabin.

Latitude Observed $61^{\circ} 27' N$

Longitude $66^{\circ} 3' W$

Monday, August 1st. The wind and weather still continues favorable. Today have run about 130 miles.

Lat in at Noon $59^{\circ} 55' N$

Tuesday, Aug² 2nd. These 24 hours light winds and clear weather.

Keep steering S.W. have run today 74 Miles. The Rattler & Horn in company and a strange Ship, supposed to be the Tay of Denmark.

Lat: by Obs: $58^{\circ} 51' N$

Wednesday, Aug³ 3rd. Last night saw a floating Cask and sent a boat on way to pick it up, it proved to belong to the unfortunate

Royalist of Hull; so that there remains not the least shadow of doubt respecting that disaster no one was present when it happened but it is supposed to have been on the 15th of April during a tremendous Gale. Most probably she had run against an Ice Berg in the night time and instantly gone down.

The weather all day has been very fine, and light breezes from the Westward. - Run N.E. 92 Miles
Lat: by Obs: $58^{\circ} 23' N$.

Thursday Aug⁴th The first part of these 24 hours dark heavy weather, towards evening very fine. All day gentle breezes from the Westward. - Keef steering S.E. with all sail set - have run 113 Miles.

The Rattler & Horn still in company.

Friday, Aug⁵th These 24 hours the wind still continues very fair. The weather mild, but hazy with some small Rain. - Have run S.E. 107 Miles

Lat: in $57^{\circ} 33' N$

Saturday, Aug⁶th All the first part of these 24 hours heavy rain.

and strong breezes from the N.E. as the day advanced the weather became exceedingly fine. Steered S.E. by E and run 136 Miles. - At the end running 7 and I had in hand

Lat: in by Obs: $57^{\circ} 35' N$

Longitude in by

Sunday, Aug⁷th At these 24 hours light breezes from the N.E. with a heavy sea from the S.E., the weather was very pleasant.

Lat: in $57^{\circ} 30' N$

Longitude

Monday, Aug⁸th At these 24 hours strong breezes from the Westward with a great deal of rain. In the evening came up with 2 Ships, proving to be the *Dorseth* of Berwick and *Elizabeth* of Aberdeen, the *Horn* and *Rattler* still in company. Have run this day to the Eastward 175 Miles.

Long: in $35^{\circ} 41' W$

Tuesday, Aug⁹th At the commencement of these 24 hours strong breezes with rain, but in course of the forenoon and remainder of the day quite moderate and fine. The wind continues fair

In the afternoon came up with
the Lady Jane of Shields.

Have run in course of these 24
hours about 140 Miles. Steering S by E

Wednesday Aug^{10th}. The
fore part of the day fine and
weather and steady breezes. The after-
part stiff breezes and rainy. Have
run today 170 Miles. - Wind from
N.W. to S.W.

Latitude in $50^{\circ} 20' N$

Longitude in $20^{\circ} 11' W$

Thursday, Aug^{11th}. These 24 hours
commenced with rainy weather and fresh
breezes from the N.W. or the rain ceasing
the wind Westward & the day turned out
extremely fine. While we continue
sailing rapidly across the wide Atlan-
tic towards the happy shores of our
England. - During the night passed
in two more ships. The Rattler & Hon
continue in company an equal match
for us. - Run today 130 Miles.

Latitude $50^{\circ} 20' N$

Longitude $20^{\circ} 33' W$.

Friday, Aug^{12th}. These 24
hours begin with strong breezes
from the N.W. and a good deal of
rain kept falling all the fore

part of the day. - The Ship kept
running of knots an hour under the
consist and 2 double reefed topsails.
At Noon set more sail. The weather
continued thick rainy and hazy.

At 5 P.M. we very unexpectedly
saw the Land of Lewis Island dis-
tant 8 or 9 Miles, which by our reck-
oning we were upwards of 120 Miles
to the westward of. These Islands
of Lewis are many in number lying
all along the N.W. coast of Scotland
from Cape Wrath to the entrance of
the Irish Channel almost blocking
it up. - The appearance of these islands
afford a wonderful contrast to the
Islands we so lately left; instead of
the rugged snow capped mountains
of Cumberland or Disko, here is the
beautiful verdant mead enclosed
by cheerful little villages, and impos-
sible mansions. - The appearance is
even more favourable than that of
Shetland, it is not mountainous
and seems to be in a better state of
cultivation. -

We took leave of the Rattler and
Hon and steered for Shetland the
wind being directly fair, I am
therefore disappointed again of seeing
Orkney. Have run today 200 Miles

Saturday, Aug. 13th. In the course of last night saw three or four Ships steering for Cebu. - At 5 this morning passed the English Fluke which left the Country 3 weeks before us. At 7 AM saw the Land of Cebu. The Island Western Papa being distant from 10 to 15 Miles. - Kept plying to the Eastward with Squirrels double reefed, being blowing strong with nasty heavy disagreeable weather; a certain practice to approaching Sootland, which is always swept up in obscurity. -

The wind already Southwesterly. -

At 3 PM we descried Profile Head the N. point of the Island, a very high bluff point distant about 3 miles and enveloped in clouds. Instead of going to the chief City, Leredo we explored the grounds and ran for the 2^d of the empire - Scalloway, where we anchored at 6 PM. - Immediately we were surrounded by a concourse of Gairy Beasts, with Fowls, Eggs, Milk, Fish, Lambs &c which by the bye was no less substantial than any I have after a 5 Months cruise. The James of Whitby arrived at Leredo only this morning which also left the country only before us. - The Ships from Greenland are for the

most part full or well filled. In season there has been such as has not been expected these 20 years, some of the Ships are in the Harbours of Leredo. some have not yet arrived and a great many gone home.

The Summer here has been very fine and the crops are very promising.

Sunday, August 14th. Today there was no sun at Tingwall which prevented me going to church. In the afternoon I went ashore to take a walk and to see a few of my old civetted patients. - meeting Capt. Dawson and a few friends with them I returned on Board. - The day was very fine and the crops seem very promising. -

Monday, Aug. 15th This morning at 10 I set off towards Leredo where I arrived before Noon. - called on Mr. Hannah Chinn who tho' in the inferior ranks of society, has real worth, merit and it may be added beauty to other qualities which render any woman amiable, or

little bit to the respect and esteem
of any one.

First I called at Mr. Hays, then
went on Board the Industry, afterwards
called at a Mr. Smith's and then came
to Mr. St. Oge's and breakfasted.
After spending a few hours very pleasantly.
At 8 o'clock I began my
heavy journey over the mountains
to Scalloway. Where I arrived in
dark.

Tuesday Aug¹⁶ AM.
The forenoon heavy showers of rain
and Wind from E. - At Noon the
Captain arrived from Lewis and
soon after weighed anchor and left
Scalloway. - In coming through
among the Islands we met two
Boats full of Holland Gin. which
had been seized by the Officers of the
Custom House.

At 8 PM we were round Fife
Head and were becalmed all night.
No Ship in sight probably those
that had come from Lewis.

Wednesday, Aug¹⁷ AM.
The fore part of the day was calm.
In the afternoon a large Spring of

from the Southward, and continued
till the end. - This morning a boat
of Fair Isle ^{men} came on board the Ship, in
order to barter or rather to buy. - The Island
was then nearly 30 miles distant.
The poor creature had been all night
in the boat. - This Island belongs
to Orkney and distant from the other
Islands about 36 miles, it is near
to Shetland and the People resemble
the Shetlanders more in their disposi-
tions, - I am inclined that we had today
would scarcely leave the Ship until
force had almost to be used.

Thursday, Aug¹⁸ AM.
The fore part of the day 24 hours
light breezes from the NE; hope-
fully to windward in company
with the Aurora of London and
Juno of Leith. - At Noon the
close in with Orkney. - These Isles
are not quite so numerous as those
of Shetland, but they are larger,
the Towns are much broader in
general and abound in excellent
Harbours. - Vegetation seems to be
much farther advanced, in several
places the corn seems to be nearly
ripe - the land is much better
cultivated, and in short the People

seem more civilised than those of
Scotland. The manners are more extensive
the farmers more opulent, and offering
more to the Scotch in both in manners
and customs. The Dutch are past
greatly of dispositions of the Norwegians
and Danes from whom they originally
descended. -

A sudden squall from the NW
at 2 P.M. nearly carried away our
Main Mast. The wind remained
favourable to the end and quite
moderate with fine weather.

Tuesday, Aug 19th. All the 24
hours mild easy weather and light
air from the Southward with calms
at times in the morning off Peterhead
and at night not so far as Aberdeen.

Wednesday, Aug 20th. These
24 hours sultry weather with light
variable wind and calms. Kept
working to the Southward along the
Coast. Several Ships in sight.

Thursday, Aug 21st. Greater part
of the day strong breezes from the
Southward with very disagreeable
weather. Kept working along
the coast but without making
much progress. At 4 P.M. landed

at May Island. At three o'clock
and three towards the Land. At 6 P.M.
passed the Isle of May, and at 6 P.M.
at Dunbar. About this time the weather
became moderate and fine. There
continued to feast my eyes as long
as it was possible to discern any thing
distinct on the shore. Before me
nearly the whole county of Haddington
like a beautiful garden rising gradually
from the Sea till the yellow
fields ready to repay the farmer's care
became lost in the distant hills. -

The fertile shores of Fife; the
Isle of May - the remarkable
of Baps and several others in the
Mouth of the Firth of Forth.

North, Berwick Law and other numerous
the hills, all blended together and
behold with one sweep of the eye.
The Sun beams peeping from under
a cloud and partially reflected
over the face of nature giving a lustre
and variety of tint to the whole
and producing a scene picturesque
magnificent and sublime.

The rest of the evening passed
fine with a favourable little
breeze from the Westward.

Monday Aug^{22nd} At the beginning of these 24 hours a favourable breeze, but in course of the morning were becalmed in sight of Berwick upon Tweed, and continued driving at the mercy of the Tides until afternoon when a breeze opening up but as contrary as before.

At 5 PM lashed close in with Eyemouth - at 8 PM lashed at Rops about 4 miles from Berwick. several fishing boats were coming off, but none offered to come near the Ship, and darkness put a stop to any communication with Berwick.

Tuesday, Aug^{23rd} These 24 hours commence with strong breezes from the Southward and hazy weather.

At 8 AM lashed at the Fens Islands - at 1 PM lashed at Berwickburgh Castle.

In the afternoon a good deal of thunder and lightning and the rain fell in torrents the rest of the evening.

Wednesday Aug^{24th} Boring and foggy weather introduced these 24 hours with the wind as before.

In the after part of the day the weather was better. At 3 PM saw the Coguet Island. afterwards paper, Reobiggin, Blyth, Hartley, and

Hartley, and were about to call at Shields Bay. distant at 7 PM about 5 miles. when the wind freshening and a thick fog coming on obliged us to tack and stand out to sea.

Thursday, Aug^{25th} Commenced with a favourable wind by which we had reached the Yorkshire coast.

At 10 AM a boat came off from Whitby and took letters on shore.

It falling calm at Noon I went on shore to see Whitby which is by no means a pretty town - it is pleasantly situated at the mouth of the little river Esk, and is entirely in the narrow valley between the banks of the river that it can only be seen when opposite to it. On an eminence above the town on the South side of the river stands the remains of an Abbey in a pretty perfect state and is a very beautiful ruin. close to it is the Church also a very fine Building.

Vegetation is much more backward in Yorkshire than it is 20 miles further South.

It continuing calm all the afternoon
the Ship was very near driving on shore
but a Thunder storm with a puff of
fair wind in it very conveniently
supervened to prevent a little trouble
Light variable airs and calms
prevailed to the end with Showers of
rain.

Friday Aug^r 26th At 5 A.M.
passed Hambore Head, & steering
South we lost the Land of Lincolnshire
to the Westward, and at 3 P.M. met
with the rich and populous coast
of Norfolk at Cromer. The eastern
County of Norfolk is very level and
the sea banks high. That not being
can be seen from the Sea, but to judge
from appearances, it must be well
peopled and thence also very goodly.

Among the villages to be seen between
Tordings & Winterton are Sideston,
Huntingham, Mundesley, Bacton
Walcot, Hasborough, Cotes, Pauling
Mackburgh, and Wickling in some
of these Churches are to be seen
in the space of $\frac{1}{4}$ of a mile; along
the sea banks within the distance
of 9 or 10 Miles. I counted upwards
of 20 Churches. Windmills are

as numerous in proportion. - There
is 5 Miles farther on is Yarmouth.
All along this dangerous coast is
lined with Light Houses, Floating
Lights and Buoys without which
navigation would be impracticable
and to these excellent contrivances
Hundreds of Souls owe their existence.
For here begin those dangerous shoals
and sands which continue all the
way into the Thames. - About 20
years ago, 500 Sail of Ships were lost
in one Gale of Wind, and every one
on board of them perished.

Night coming on we did not
go through Yarmouth roads, but
went out behind the sands.

The wind throughout these
24 Hours proved invariably fair,
and the weather very fine.

Saturday, Aug^r 27th This
Morning I found myself on the
Suffolk coast. - At 4 A.M. the
County of Kent was becoming
apparent, and soon we had on
our side Kent, on the other Essex,
the wind now was no longer

convenient for proceeding up the
the Thames. and at Noon we came
to anchor at the Dore. about the
same place we were on the 7th of March
1801. At 5 P.M. weighed anchor and
at 10 brought up in Sea Reach.
The weather all these 24 hours
continued extremely fine.

Sunday Aug^r 28th. At 5 A.M.
we got under weigh and proceeded up
the River with light breezes and
a beautiful weather. At Noon came
to anchor a little below Greenwich.
After dinner I went ashore &
walked up to London. In the
evening there was a tremendous fire
which I had the curiosity to go and
see being the first scene of the kind
I ever witnessed. It had originated
from some large warehouses near St
Saviour's Church in the Borough
close to the water side, a little above
London Bridge. Such scenes of war
of frequent as they do occur in London
are now more a matter of entertainment
than of commiseration to the sufferers.
At St. Martin's Lane & numerous
of leading & the spot were crowded to the

great hindrance of the unfortunate
sufferers removing their goods, who were
depositing them in the Church Yard,
Saint Saviour's. The House was
crowded, - London Bridge, and the
river had a beautiful appearance
from the illuminations and the
vast concourse of Boats upon the
water diminishing the sight, even the
softer sex were exclaiming with
delight. O how pretty! What a
grand appearance!

Monday, Aug^r 29th. This
Morning I walked down to the
Ship, which I found at the King's
Mooring Deptford. In the afternoon
the Mustering Officers came
and mustered the Ship's company
which perhaps concludes the
Voyage.

A Voyage to Berwick
in the

London & Berwick Capt. Henry

Sept. 4th. At 4 P.M. got under weigh
and proceeded down the River with
the wind at East. At 4 brought
up at Beith, where I went ashore
with Mr. A. and came off to the
ship at 11.

Sunday Sept 5. Today
the wind continues directly up
the river. Early in the morning
weighed anchor and turned down
at Beith brought up opposite to Lee in
Coast. In the afternoon tide got into
the River.

Monday, Sept 6th. During the
whole of the morning kept beating
up the River with the wind as unfor-
tunate as possible. at 10 A.M. dropped
anchor. In the middle of the day
was intensely hot without a breath
of wind. In the evening light and

variable breeze. At 8 P.M. departed
Berwick.

Tuesday, Sept 7th. Great part
of this day we enjoyed a light breeze
which could not be called foul
tho' not very fair. At 8 A.M. came
through Greenock Roads, and at
6 P.M. passed Greenock when a
bad wind and heavy rain united
tho' under the coming very unpleasant
saw. Besides I find every thing
dull and insipid, my only com-
panion being a dead and alive Sea
Sick lady who seldom or never
speaks, perhaps melancholy from
the same causes as myself. - One
day of good fair wind would have
greatly to alleviate my misfortune.

Wednesday, Sept 8th. Alas!
the prospect far from brightens;
the whole of this day proves very un-
pleasant. the wind still contrary &
blowing fresh, increasing towards evening
to a strong gale with torrents of rain
and a heavy sea.

Thursday, Sept 9. Today the weather gets more moderate, though nothing to boast of. The wind keeping as fierce as ever without any appearance of changing for the better. After beating all day we took refuge for the night under Hambois Head, in Bridlington Bay.

Friday, Sept 10th. The weather continuing invariably the same, we remain in Bridlington Bay. Bridlington is a pretty considerable town, situated in a very fine country, the neighbourhood would be in a high state of cultivation, and beautifully enriched with trees. I wished to have gone on shore for a little recreation, but that system of impatience and intemperance prevalent every where, almost on such occasions, has not prevailed here. This place did not wishing to be taken in by the Yorkshire Bibles, I put myself to the qualification.

Saturday, Sept 11th. The wind continues blowing from the North-west with undiminished violence. My time which is quite hindered is daily becoming so much the more

precious by delay. That I had finally resolved to set out on foot and walk all the way to Berwick, a distance of nearly 130 miles which must take at least 15 or 20 days to accomplish. The lady, my fellow passenger wished also to accompany me, but on second considerations I conceived the undertaking to be too arduous to attempt it. Therefore I must summon up all my patience and trust to Heaven and Neptune the Rulers of the Winds and waves, until it shall please their august imaginary Majesties to grant an armistice to the contending elements and enable us to proceed on our journey.

Sunday, Sept 12th. Today the aspect of the weather puts on a more favourable appearance. The wind still continues north-westerly but in a more moderate & settled state than on the preceding days. On the land the weather was extremely fine. I spent great part of the day at Bridlington

and the surrounding country -
having gone to Church in the
forenoon. - This edifice is upwards
of 600 years old & has at one time
been a very fine piece of archi-
tecture - The towns of Bridlington
and Bridlington Quay are very
clean neat & respectable and
upon the whole I was very
much gratified with this short
Yorkshire excursion.

Monday, Sept 12th. Early this
morning before day break, the vessel
got under weigh in company with the
other Smacks. - The wind was quite
moderate & remained so ever as we
passed Scarborough where it fell
quite calm and obliged us to throw
out our anchor to prevent us being
driven back again by the tide.

It remained calm till the eve,
which is much against us as
a Gale of wind.

Tuesday, Sept 13th. Throughout
the 24 hours the wind kept as before
some as ever. - Having a little breeze
in the morning we got past Whitby by
8 A.M. and as far as I know it
became quite calm and continued
so till 10 o'clock so the remainder of the
day.

Wednesday, Sept 14th. Today
the weather turned out very favour-
able - we left Sunderland at 8 A.M.
and the breeze freshening up towards
the afternoon - we passed by the about
1 P.M. - at 6 we were at the Castle of
Dunstanburgh where we saw a great
many Whales. - by 8 P.M. we past
the Far Islands. - and at 10 reached
the entrance of the much desired
Haven of Berwick upon Tweed.
where the Ship will get into
as soon as the Tide shall answer.

Thursday, Sept. 15. At 2 o'clock
in the Morning the vessel got up to
the Quay at 3 I set off towards
Borwick where I arrived just at
day break.

On

Tuesday, Sept 20th In the
afternoon I commenced another
journey towards Edinburgh, reached
Coldstream in the evening found my
Grandmother and family well, next
day I dined and spent the afternoon
with Mr Melrose, on Thursday I rode
on to Kintore where I arrived about
3 P.M. and after taking a little refresh-
ment at Mr Wallace's I accompanied
Mr W. and family to Conathill & dined
there at Mr Smith's. On Friday I went
to on to Path-head & spent the night at
Mr Hall's. Saturday & Sunday with
of Mr Halls at Turnidyke and on
Monday the 26th walked from there
to Edinburgh where after some time
spent in looking for a convenient
residence I at last pitched upon a
residence in East Richmond Street. Mr

On Wednesday the 28th my friend
Mr Coulter joined me and having
paid me for Sept 5.7.0 to the Royal
Infirmary we commenced attending
the practice of that Hospital daily.

Saturday, Oct 8th

Mr Coulter and I set out on an
expedition into some of the more
northern counties of Scotland intend-
ing in the first place to pay my

visit a visit at Glisick, and then go
on to Perth. - We set off about 10 o'clock
got down to Leith by 4, and soon after
embarking on board the Donerich passed
past of Rosford we got across the Firth
North by 11, and landing at Kinghorn
we took the route for Glisick through
part of Fife and Kinrosshire. -

We arrived at Glisick about 5 P.M. where
I found my sister extremely well &
happy to see us. - Mr Young was from
home and there was no other company
than their usual family consisting
of Miss Young. Mr & Mrs Hamilton and
the 2 little Misses Young. - Next
morning we found Mr Young at home
and after going to Church & hearing
two very excellent Sermons we took a
walk and returned to dinner at 12.
The rest of the evening was spent
pleasantly with the addition of the
company of a Mr Beattie.

Monday, Oct 10th

After partaking of an early break-
fast which my sister had ready
prepared for us, we took leave of Miss
Young the only part of the family
yet visible and resumed our journey
Northwards. My sister accompanied
us as far as Kinross where we called
at Mr Shelton's and after spending

an hour or so with that agreeable family.
I took leave of my sister there and then
to the road to Perth... and at 2 P.M. we reached
that city. we directly called at the house
of Mr Roy a young Gentleman in the
East India Service, and to the office of the
- Being the Ship in which Mr Coulter
was Surgeon - here we were received by
Mr. Mr Roy, and the whole family with
most polite and kind manners.

After dinner we took a walk with Mr
Andrew Roy, through the Town visiting
some of the Public Rooms which are
large and magnificent and the Public
Academy a handsome edifice where
Mathematics, Music, and the various
branches of Literature are taught.

The town of Perth stands in place
partly situated on the South side of
of the Tay in a beautiful plain which
it divides into two called the North
and South Inches. The surrounding
country is extremely fine and
highly cultivated, the extensive
rich and picturesque prospects
to be seen from the neighbouring
hills are very grand. Many
very fine seats are in the town
and neighbourhood belonging to

Gentlemen of Fortune from London.
Perth is considered the handsomest
town in Scotland and the 2nd in rank
the tide flows above the town and
ships of a tolerable size come up.
The Depot for Prisoners of War is
an extensive and handsome range
of buildings, but now quite un-
occupied.

After supping at Mr Roy's we
took leave of the family and retired
to the George Inn.

Tuesday, Oct 11th

After having breakfast, we set out
with an intention of visiting the City
of Dunblod - previously however
we had taken a walk with Mr Roy
over the Bridge, to Kinross, and
the Palace of Scone, and some very
fine views from the Hill of Kinross.

Mr. Andrew Roy, favoured us with
his company as far as Auchtermuchty
a village 8 miles from Perth and
from Dunblod. - the country was
now becoming wild, and bare while
big with expectation we were quickly
approaching the Highlands of Scotland,
the road swifter we reached the celebrated

Bismam Hill, and brought us again
into view of the Tay, rising rapidly
down the narrow valley, so closely
surrounded with hills that it is impos-
sible to say from thence it comes. Thence
it goes. Opposite the Town there is a
very handsome Bridge over the river, built
entirely at the expense of the Duke
of Athol. It cost 32,000 Pounds. - a toll of
one Halfpenny is levied upon each person
crossing the Bridge, thus I was told
did not at all please her Majesty's
Representative.

Dunkeld is most romantically
situated as it were in a basin formed
by the surrounding Grampians, it
was formerly the Capital of ancient
Scotland, and is still a flourishing
little town, and the Market Place of the
Highland. - a Magnificent Remnant
of the Ancient Cathedral graces the
town, part of it is converted into the
Parish Church. - After having dined
at the Duke's Wine Tavern in consequence
of a Note of introduction we called
on the Rev. Dr. Hume, with whom
soon we took a walk and afterwards
drank tea there.

The scenery round Dunkeld is
naturally very beautiful, but this
being the favourite residence of the
Duke of Athol, it is much improved

by art. The Hills are entirely cov-
ered with wood, in many places water
runs and through the grounds there
are serpentine walks cut it is said
to be 60 Miles in length.

The English language is only
spoken, but the Gaelic is much in the
common language of the inhabitants.
The Children only were killed.

Wednesday, Oct 12

The weather being so favorable as
we could wish we proposed taking a
walk up the Highland, and to call on
Dr. Dick the Examining Physician to
the H. Coast S. Company who lived upon
his estate at Tullymore - 10 Miles
from Dunkeld. - A Gentleman who
met with at the Inn was also
taking a tour that way, and we were
happy to have his company.

Our road which is the High road to
Inverness was entirely along the bank
of the Tay, and to describe its beauties
according to its merits would come
far short of my abilities. - Suffice
it to say that the valley was highly
cultivated, enclosed by comfortable
Farm Houses & pleasant Green
Seats. - The surrounding hills covered
with trees of various kinds. The roads

excellent, the people civil & intelligent,
and nothing distant to be seen but one
hill over another. - At the Meeting of the
River Tummach with the Tay, we took leave
of our good Friend and went over some
ground to Tullymore, where we
were received by Dr Dick and family
with every mark of kindness. - The
Doctor having assured us that any at-
tempt to go away that day would be
unavailing, led us through his very
magnificent mansion, garden and
grounds, pointing out all the improve-
ments he had already effected, and
what he was at present doing and
intending to do, certainly doing great
honour to his taste and that of his Lady
who no doubt had her share in those
arrangements. - But the sweetest place
produced at Tullymore were two Miss
McKays sisters of Mr Dick, and the
most beautiful Ladies I ever saw.

At 10 the whole family retired to
their apartments, - a flight of steps
led to mine which were just below
out of the Rock on which the House
stands.

Thursday, Oct 13th

Fortunately a heavy fall of rain
through the night, and the blustering

aspect of the morning prevented us
extending our journey farther South, -
probably we should have gone on to see
the Falls of Gullinacranie and Blair.

However on leaving the Hospitable house
of Tullymore we directed our course north
wards and reached Dunkeld about 2 P.M.
After taking some refreshment & calling
at Dr. Wilson's we proceeded 2 miles up
the other side of the River to see the
Hermitage or Ossian's Hall. At a
little village called Inver we saw the
Cottage of Niel Gow, & preserved some
of the thatch as a relic. - Peter Murray
a Pupil of his, conducted us to the
Hermitage which well repaid our
curiosity. The first object that presents
itself is a Rustic Bridge into which
is ingrafted a large stone, part of the
Rock of Gibraltar. From this Bridge
we have a fine view of a water fall
which forms the principal part of
the sight. For immediately over
this natural beauty is a superb
apartment which being lined with
Mirrors judiciously arranged reflects
the fall in 50 different directions &
produces an effect equal to enchant-
ment. - This Ossian's Hall.

After leaving this we hastened up, Bismarck
to enjoy the very extensive view
from thence but were scarcely repaid
for our labours and fatigue for dark
was making rapid approach & before
we got down the hill on the other side
we were completely benighted. - however
with a few falls only, wet & gusty
arrived safely at Auchinragassan between
7 and 8 o'clock.

Friday, Oct. 15th

Notwithstanding a very wet morning
we pushed on to Lyndoch to visit the
Home of Bessy Bell & Mary Gray,
After having called at Lyndoch Cottage
the House of Gen Graham, now Lord
Lyndoch and procured a Key to the
the Gate from his Garden to the
road that leads to the Grave this is
of that Serpentine or Man kind
cut through a Wood & from our total
ignorance of the spot we passed in
and went forward till we came
to the House of Sir W^m Drummond
where we called and obtained in-
formation that led us to the spot.

where gratification was rather sur-
mounted by disappointment, for
instead of some elegant Mausoleum
in a beautiful romantic Brown - there
we found the two graves surrounded by
a moss decayed turf & a small plain
stone with the Inscription of just
Bessy Bell & Mary Gray.

We now posted on to Perth, 6
miles distant - reached town at 10
o'clock and after dark walked on
to Greyfriars within 6 miles of Perth
where darkness & fatigue obliged us
it was prudent to halt for the
night having walked up ward of
30 miles.

Saturday, Oct 15th

Another rainy morning prevented
us breakfasting at Mr. Bell's we
called there however about 11 o'clock
and soon afterwards were at Perth.
During the afternoon we took a
walk with my sister up the
Gleish Hills and returned at 4 o'clock
dinner. - The evening with belated

in addition to their usual family on
the 14th entering ship of Wednesday prepared
to Agriculture in the Isle of Man - having
of the Miss Birmingham - her sister.

Sunday Oct 16th

Concludes our weeks ramble, we
left Glais in the morning & coming
by Dunsfrouline we crossed the Firth
at Dunsfrouly and arrived in Edin-
burgh about 6 in the evening, very
gratifyingly gratified not with the inter-
esting scenery of Scotland alone, but
more especially with the civility, and
generosity, hospitality and friendship.
So we had very ^{pleasant} rest with.

Sunday, Oct 23rd

Finis us once more at our paternal
home. - leaving Edinburgh on Friday
afternoon - walked to Chaucer's head
ferry and next day to Coldstream
having called at Berthorn, and
at Heltor on My view the Musician.

About 6 this evening we arrived
at Bowdoin, and soon after my
friend and fellow traveller reaches
the Lowich.

Finis